

# THE COMMERCIAL MOTOR

FRIDAY, JUNE 3, 1960  
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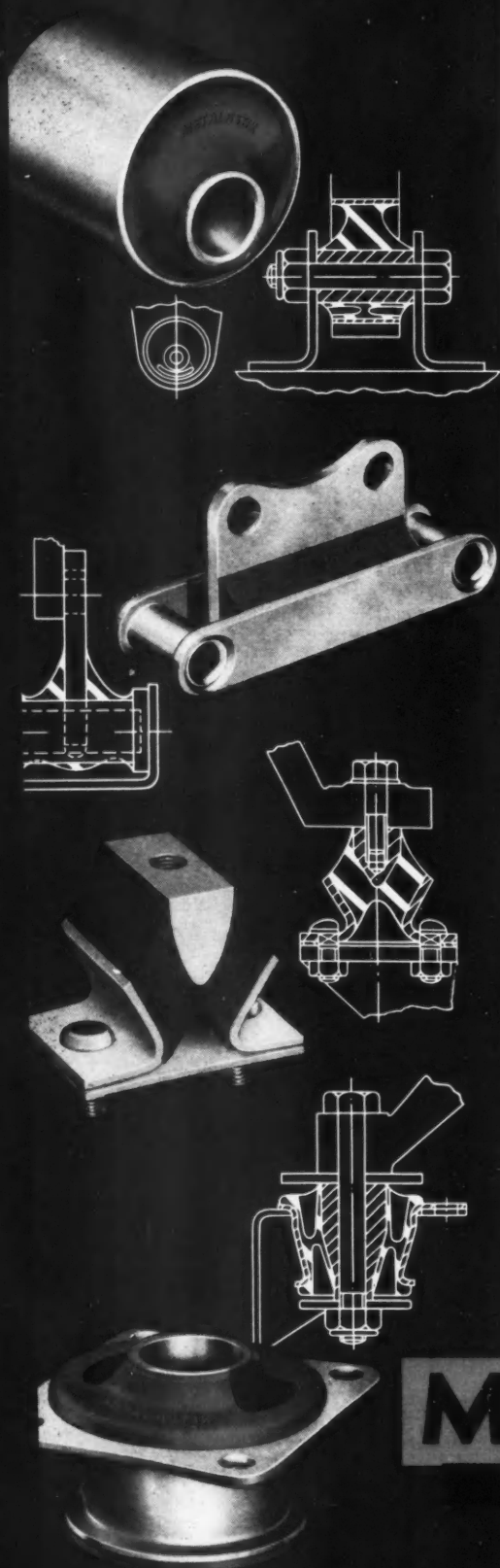
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# ENGINE MOUNTINGS

June 3,

A



As the theory of motor vehicle engine suspension developed, the need for better engine mountings became apparent. In contrast to earlier types which were no more than grommets, modern designs are capable of providing large deflections, different stiffnesses in various directions, together with integral buffering. Mountings with these properties have been made possible by improvements in rubber compounding and the rubber-to-metal weld technique which permits rubber to be used in the most effective (and most economical) manner. Simplicity of design is characteristic of the bonded rubber component.

In the design of mountings, as well as that of suspension systems, Metalastik have played the leading role and the examples illustrate how Metalastik engineers have harnessed the natural advantages of rubber to provide characteristics essential to successful engine suspensions.

Compared with a concentric bush, the Metalastik Metaxentric bush in Fig. 1, gives a much higher deflection and has the same advantages of economy and simplicity of fitting.

The rubber-to-metal weld technique permits shear loading of the mounting in Fig. 2 to give a large vertical deflection. In the horizontal plane it is stiffer in one direction than the other. Pre-compression of the rubber increases life and load capacity.

The shear-compression mounting in Fig. 3 is another Metalastik design. It has the same properties as two sandwich mountings arranged in V formation and is normally fitted to give control of movement in the high stiffness direction when the rubber is largely in compression. Large vertical deflections with good load capacity are provided.

The famous Metalastik Metacone is shown in Fig. 4. Based on the shear-compression principle this mounting gives excellent insulation for the heavier oil engine. Slots give two different spring rates in the horizontal plane and the mounting is fitted so that it is stiffer in a fore-and-aft direction. Buffering is provided when the bottom washer comes in contact with the rubber flange.

Diagrams reproduced by courtesy of the Institution of Mechanical Engineers from the paper "The Suspension of Internal Combustion Engines in Vehicles", by M. Horovitz, B.Sc., (Eng.), A.M.I.Mech.E.

## METALASTIK

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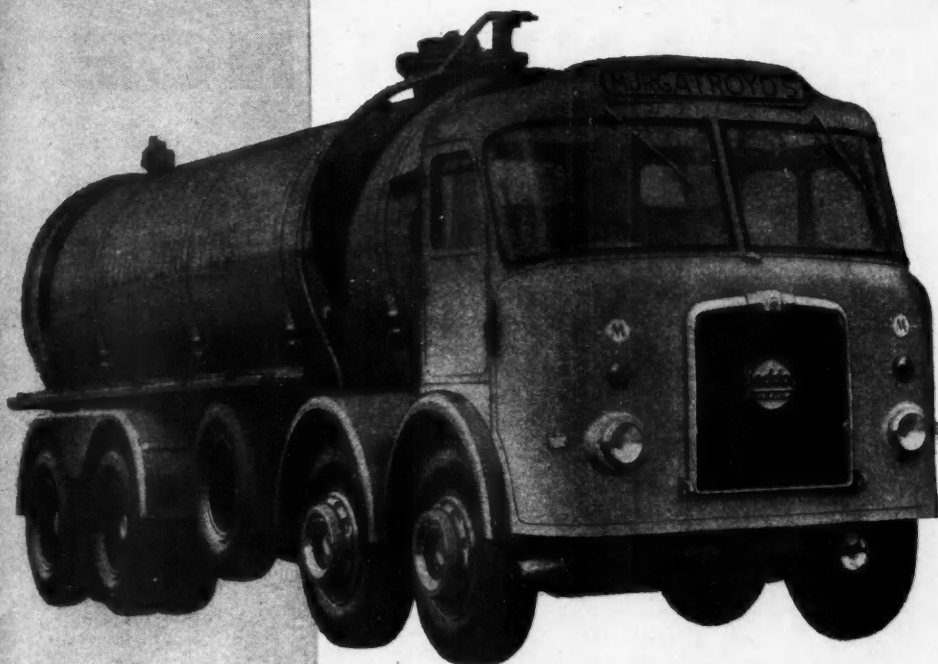
SUSPENS  
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# AN ADAPTABLE 8-WHEEL CHASSIS



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For heavy haulage this sturdy 8-wheeler chassis has the predominating characteristics of long-life, reliability and operational economy. It is renowned on a world-wide scale for power and stamina with low maintenance costs. Range is 24 tons to 80 tons G.V.W. Above: Illustration of Seddon DD8 tanker with capacity of 3,300 gallons of acid.

**CHOICE OF ENGINE UNIT** Gardner 6LW, 6LX or Cummins NH180, which are famed for longevity and reliability with economy.

**CAB** Imposing, coachbuilt, fibreglass, wide vision cab gives first-class driver comfort with fully adjustable bucket-type seat and perfectly placed controls.

**EXTRA DRIVING AIDS** Heaters, demisters, flashing indicators and interior cab light are now standard equipment.

**POWER STEERING** Ensures effortless handling and manoeuvrability.

**SUSPENSION AND TRANSMISSION** Balance beam or fully articulated two spring suspension with 7½ in. or 8½ in. worm drive axles or trailing axle and 8½ in. worm drive, or trailing axle and double reduction axle. Springs 47 in. eye centres, 3 in. wide. Third differential with or without air operated locking device.

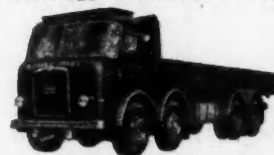
**BRAKES** Cam brakes—air operated by split circuit system. Front brake 16½ in. x 4 in. Rear brake 16½ in. x 6 in.

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# ANNOUNCE

## A NEW HEAVY DUTY 3RD AXLE SUSPENSION

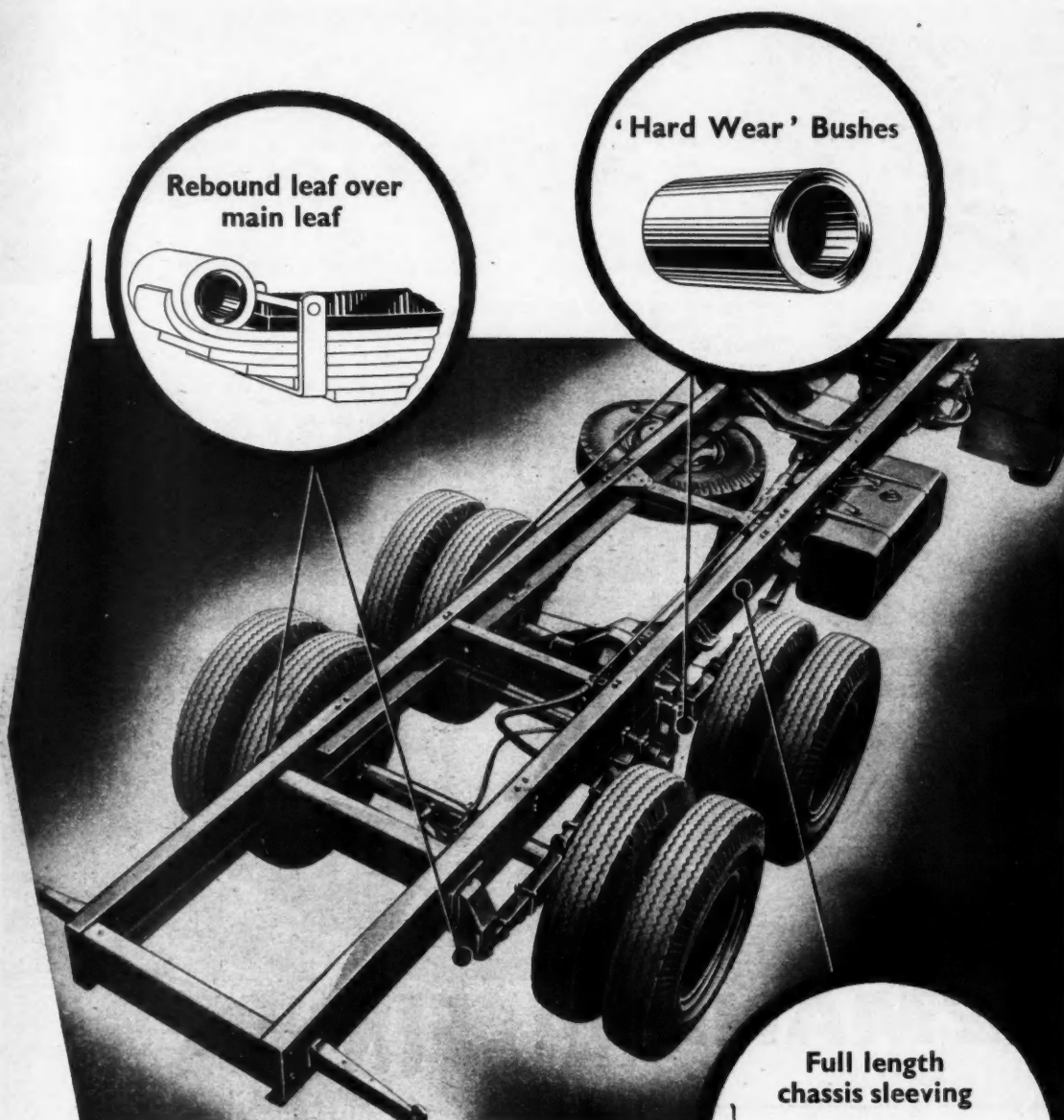
at prices from only £512  
complete with wheels & tyres

Higher speeds on new motorways—more stopping and starting in city traffic—faster turn-round, all this means greater strain on vehicles than ever before. Keeping abreast of today's conditions, Boys now introduce a new heavy duty 3rd Axle Suspension, designed to take the strain of modern transport conditions—and more! The new heavy duty unit has full-length chassis sleeving for greater strength with flexibility, rebound leaf spring and new 'Hard Wear' bushes in the rocker beam ends for longer life.

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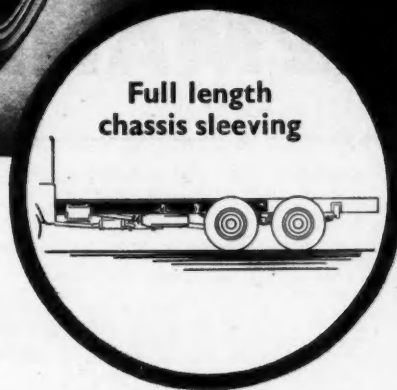


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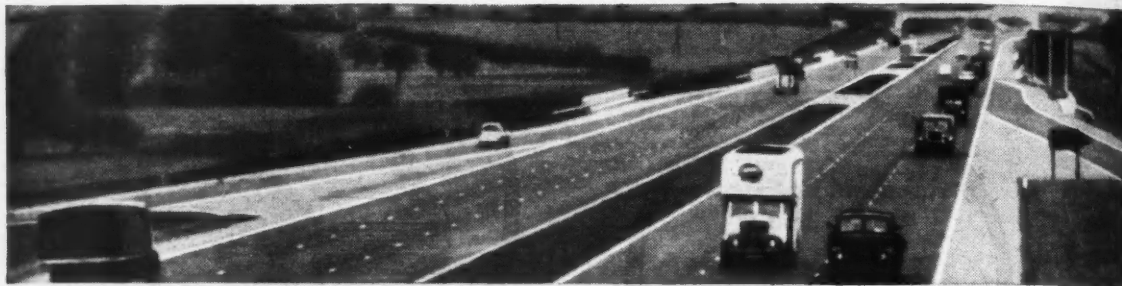
Seddon  
Thornycroft  
Maudslay  
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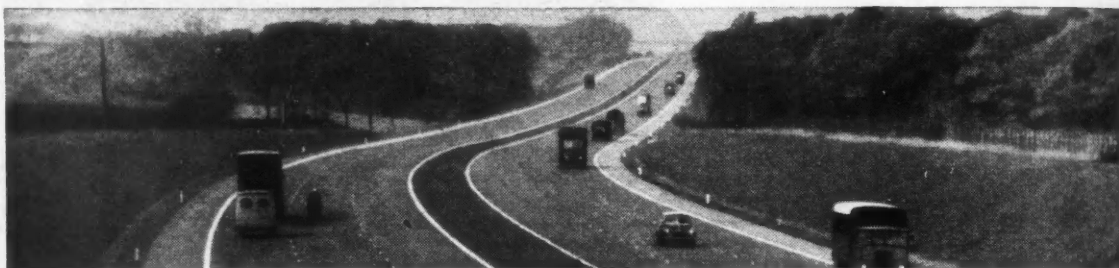
**OXFORD STREET, WALSALL**

*Associated Company: Traxle (PTY) Ltd., South Africa*

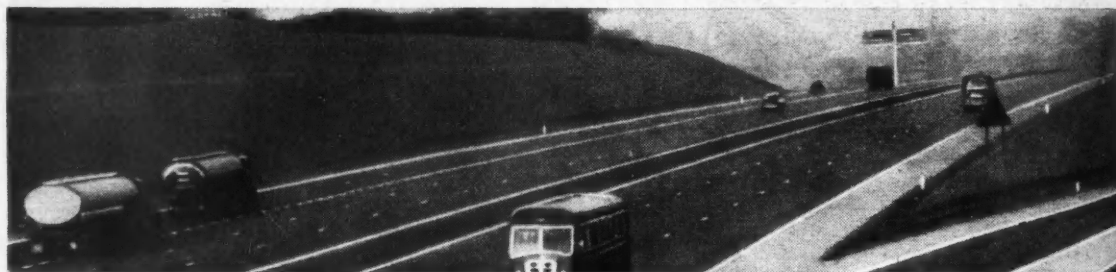




# HIGH SPEED



# AND HEAVY MILEAGE



# DEMAND AL-FIN

## PROOF OF AL-FIN'S SUCCESS

*Stuart A. Barr, director of Wallace Arnold Tours, writes:*

"For some time now we have been replacing all pistons in our fleet with your Al-Fin Bonded type, as our vehicles become due for overhaul.

The excellent performance of these bi-metallic pistons, plus the extra length of life (especially ring groove) over a long period has convinced us that we were correct in standardising on them for all our engines. This, in turn, has decided us to standardise on your Al-Fin pistons as original equipment also, and therefore on all new vehicles these pistons will be specified, and by using them from the outset we are convinced we shall benefit".

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Fortunately, AL-FIN armoured pistons can take the hardest possible driving and still *outlast ordinary pistons 2 to 1*. The AL-FIN unique construction is incredibly tough. Satisfied users all over the United Kingdom have proved for themselves AL-FIN durability and economy.

Remember, you will get twice your normal mileage on every vehicle fitted. This means real economy in operating costs. Keep your lorries rolling and earning with AL-FIN armoured pistons.

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"THE CHOICE OF THE EXPERT"

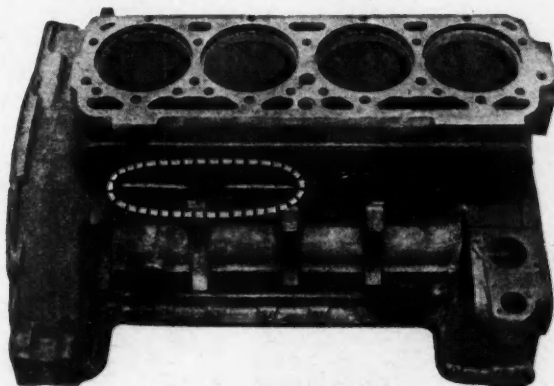
# AL-FIN

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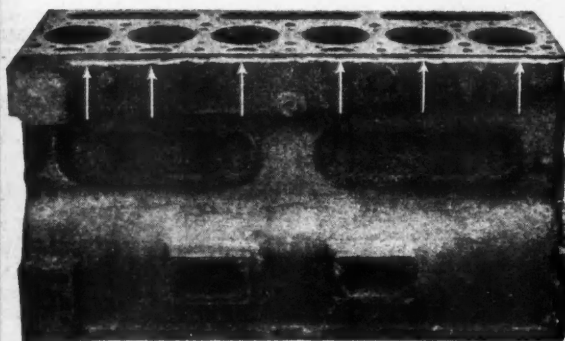
# BARIMAR welds all Diesel Engine Parts

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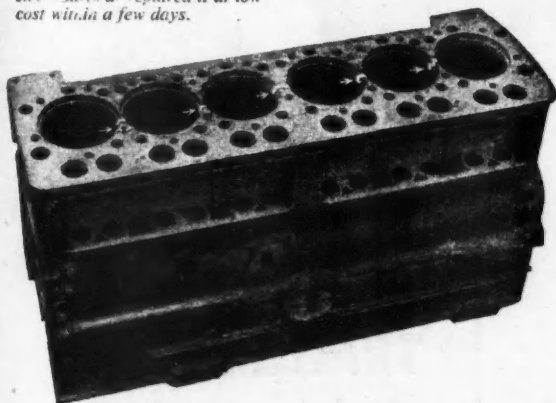
Engineers in charge of big Diesel engines used in Power Stations, Government Establishments, Factories, and Ships, as well as owners of smaller Diesels belonging to lighting plants, tractors and road vehicles, recognize in Barimar a prompt, speedy, inexpensive, and guaranteed welding service, for :



*A Diesel engine cylinder block accidentally cracked in a very awkward place—on the water jacket—just above the push rod housings. A Barimar guaranteed repair was the speedy, permanent and money-saving remedy.*



*Frost cracked the water jacket of this Diesel engine cylinder block from end to end—Barimar repaired it at low cost within a few days.*



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**THE BARIMAR WELDING SERVICE**  
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*Write for Publication 1199 giving brief (illustrated) details of representative types.*

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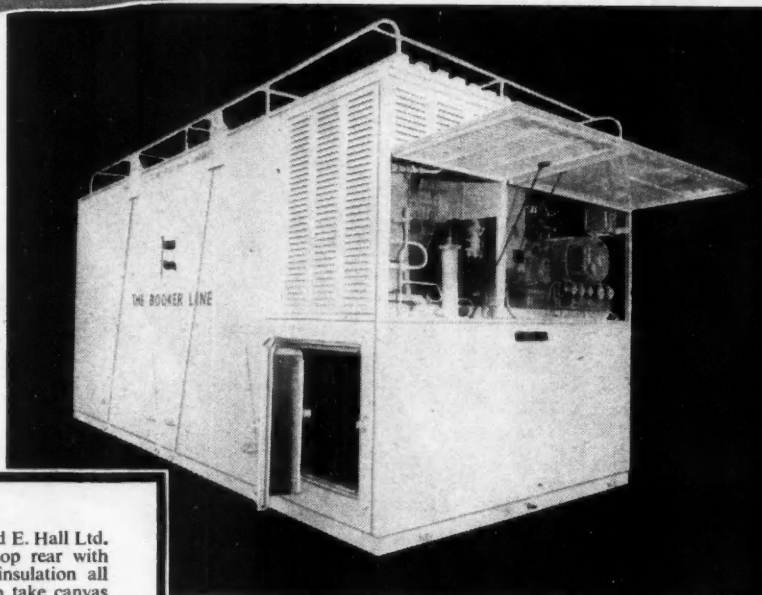
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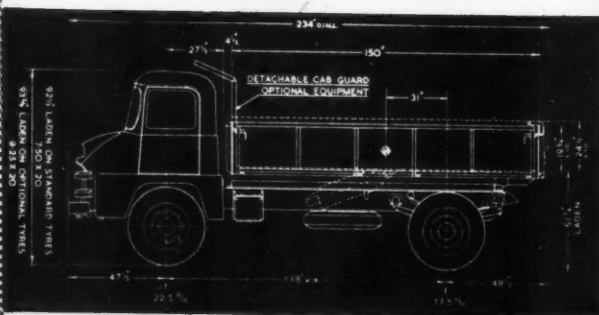


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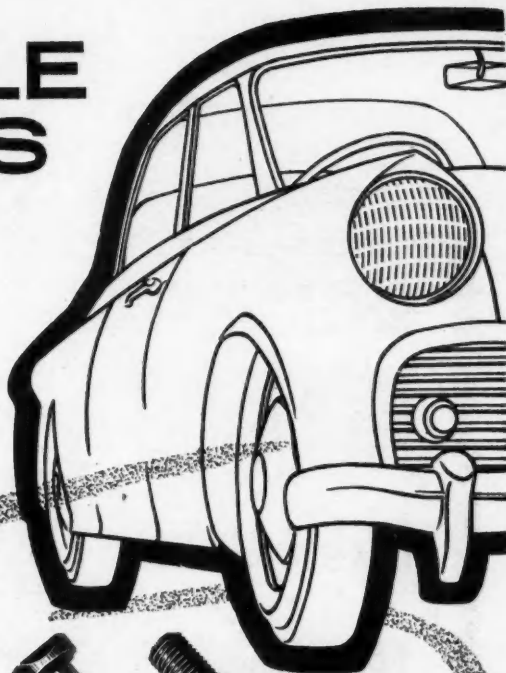
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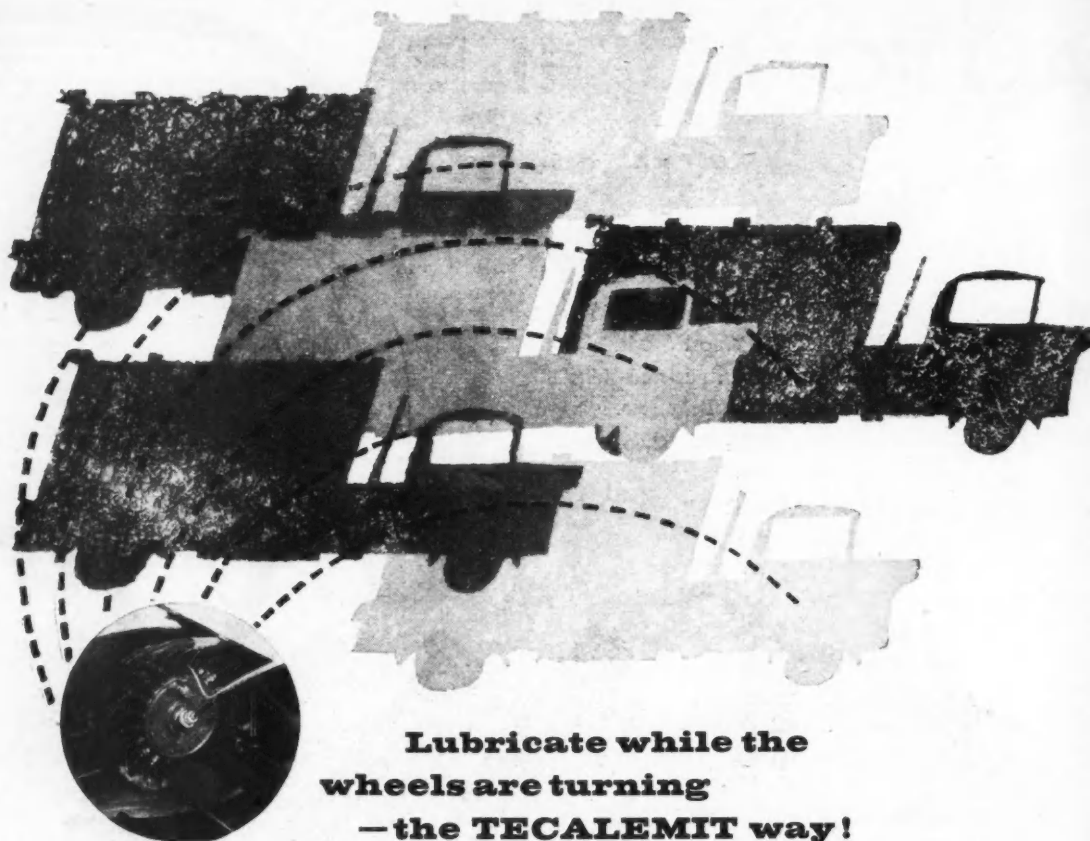


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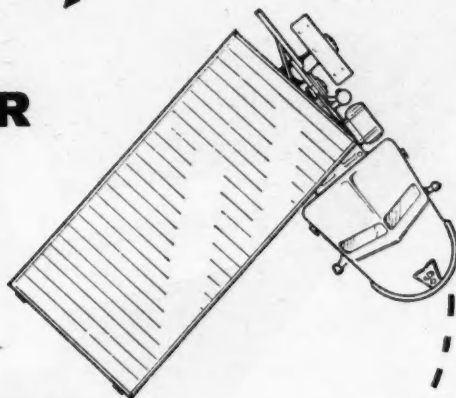
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**THE  
SCAMMELL SCARAB**  
**WILL ALWAYS GET YOU OUT**

Tight corners, narrow loading bays, cramped railway sidings and traffic congested streets prove no obstacle to the Scammell Scarab. This world-famous mechanical horse, manœuvrable as a taxi, turns in less than its own length and goes practically anywhere with a semi-trailer coupled up behind.

For short hauls, or for internal works use, the Scarab has no equal. Automatic coupling enables it to operate in turn with two, three or more semi-trailers, with a split-second switch-over from one to another. Driver's waiting time during loading or unloading is eliminated and the high quality of

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Diesel or petrol-engined versions of the Scarab are available together with all types of semi-trailer for basic payloads of 3 and 6 tons. Full details supplied on request.

*Scammells also supply specially designed maximum capacity 8-wheelers and heavy-duty semi-trailers for payloads of 15 tons upwards.*

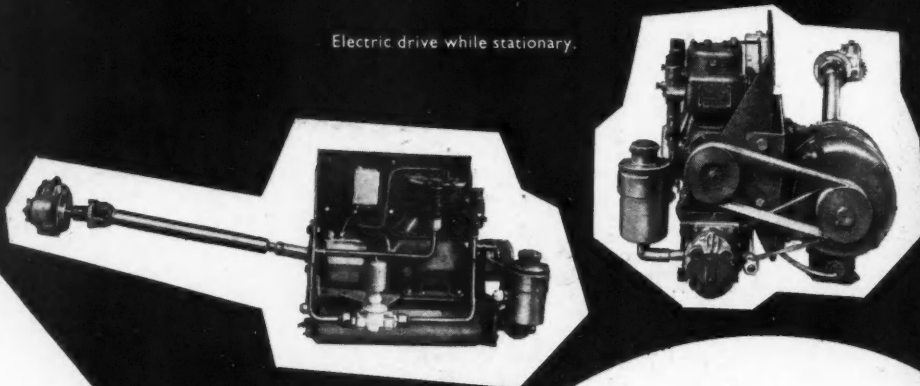
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Electric drive while stationary.



Only 6-hole bolting to chassis

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**MOBILE REFRIGERATION**

Truck refrigeration and refrigerated trucks are the same but, the refrigeration plant Essex manufacture and supply is very different, in fact it is years in advance in design and performance.

Why run two engines to drive your transport vehicle and refrigeration?—Essex do not.

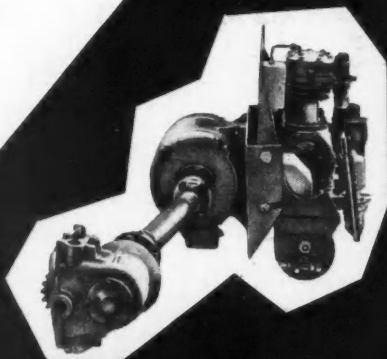
You use your gearbox to drive the prop shaft and that turns your roadwheels—this has been the way for years. Can you find any fault with this method? Also, overdrives on cars operate from the gearbox; Essex engineers have designed the finest overdrive or underdrive prop shaft and it is the most simple and efficient system ever used.

Even when your truck is ticking over at traffic lights, refrigeration is operating. When your vehicle is at the loading or unloading bay full refrigeration is taking place. If you don't require transmission drive, switch off the overdrive. But if you want full temperature-controlled refrigeration overnight, or when stopped for long periods, or wish to use the refrigerated chamber as a static or long period storage chamber, you can plug into the built-in electric motor and full electrical refrigeration takes over. When desired temperature is reached inside the chamber the refrigeration unit stops and starts again when the temperature rises two-four degrees. Years of mobile refrigeration experience is at your service.

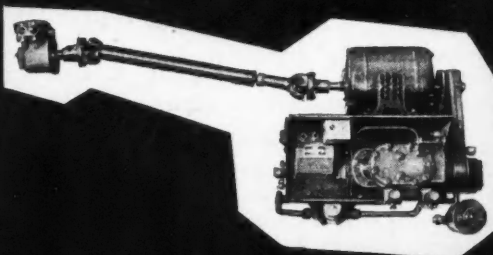
Service stations for Essex mobile refrigeration cover the length and breadth of the whole United Kingdom.

**This unit with condenser £400.**

Handles 1,000 cu. ft.

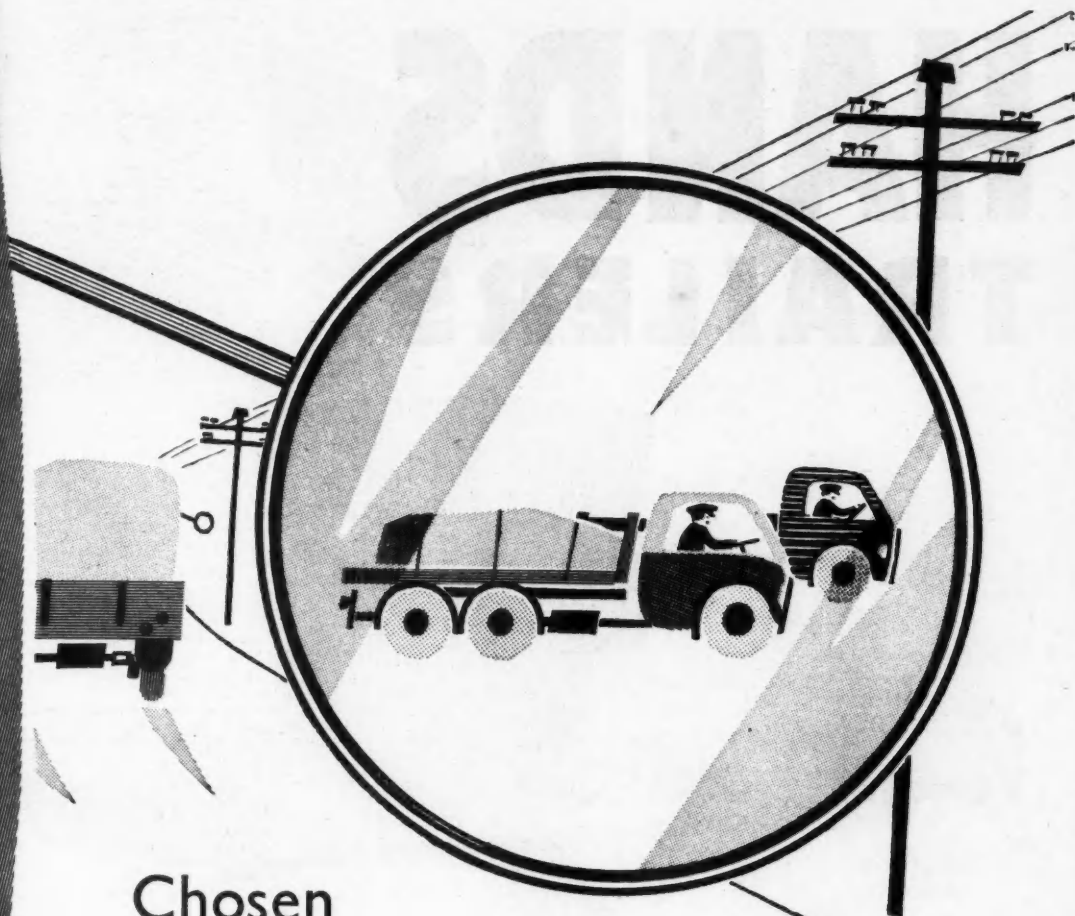


Other models available from 300 to 2,000 cu. ft.



Simple, dependable, high-duty refrigeration from the start up of the truck engine.

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A15

# HANDS TRAILERS



Illustration shows a double detachable-axle **HANDS Machinery Trailer U.B.L.M. 25**. **HANDS TRAILERS** and allied equipment incorporate up-to-the-minute improvements in design—the latest being **HANDS** patented Automatic Coupling Gear. Full details of complete range of equipment, or special products, will be sent on request.

**HANDS TRAILERS** Range in Capacity from 2 to 30 tons for **STANDARD MACHINES**. Straight Frames, Step Frames, Pantechicons, Tippers, Tankers, Pole Trailers, Cable-drum Carriers and Special Purpose Machines

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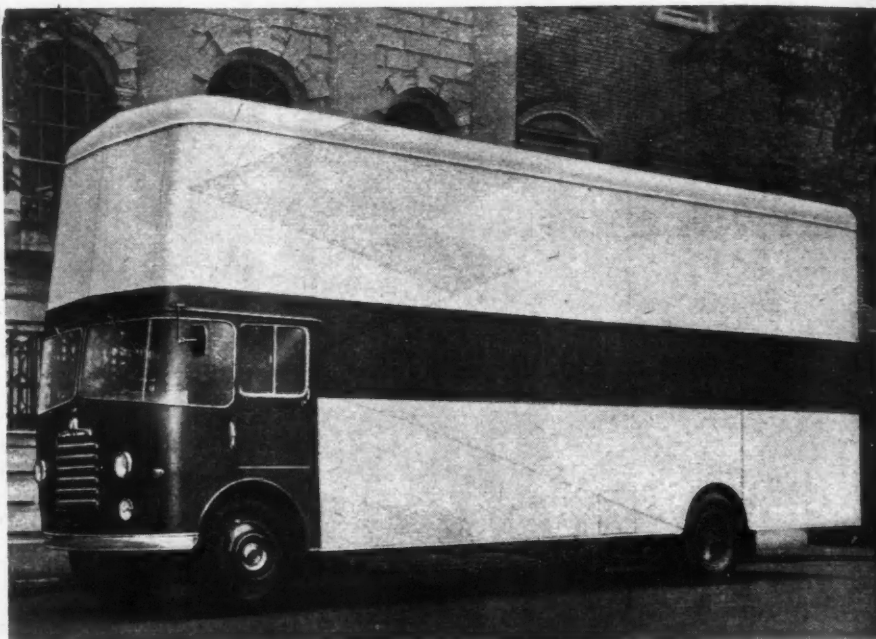




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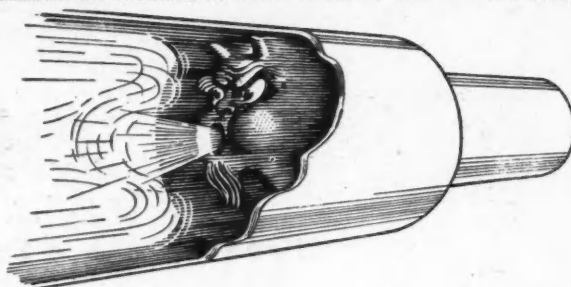
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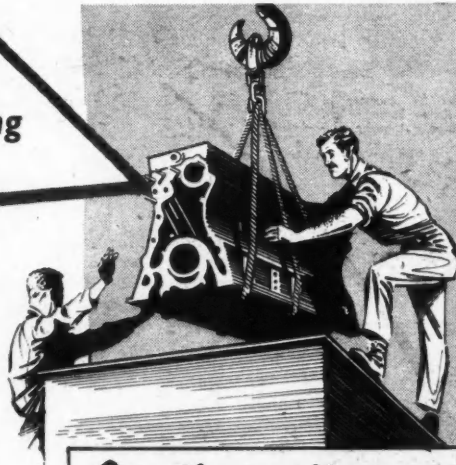
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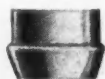
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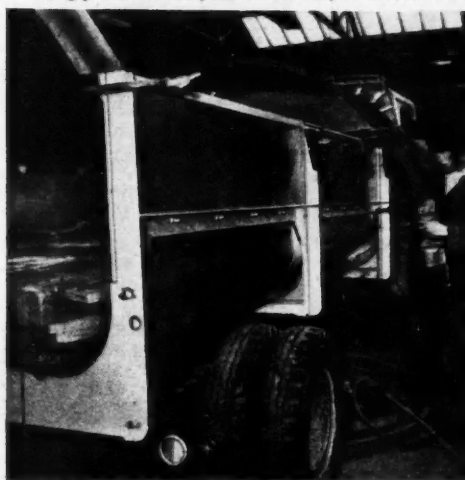
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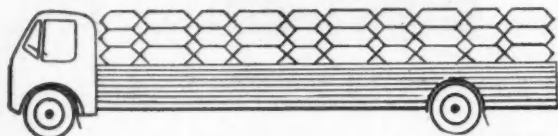




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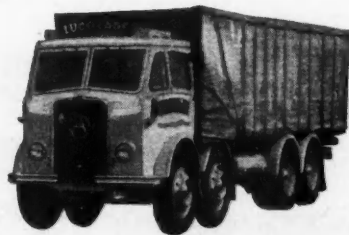
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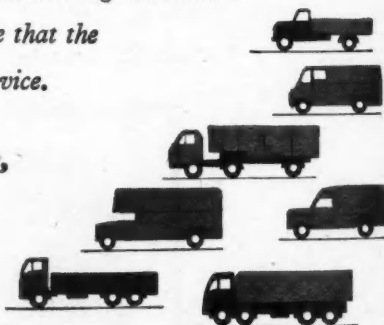
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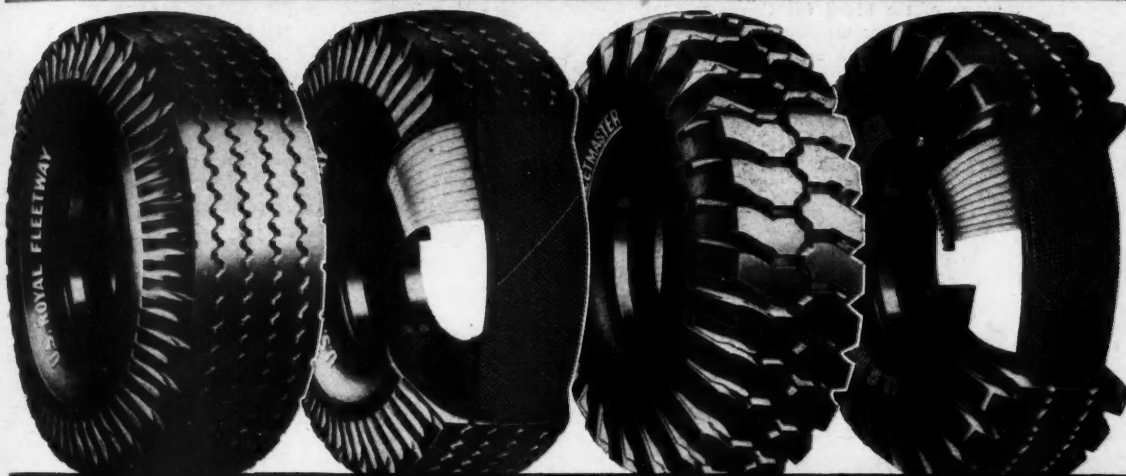
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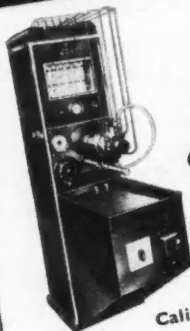
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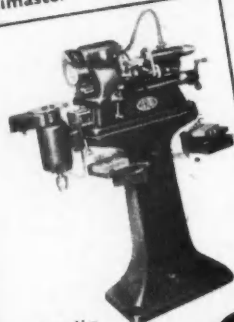
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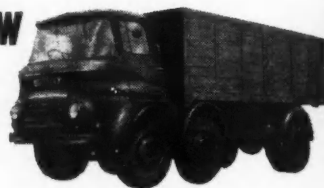
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# 927 Municipalities

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## The Vortex

IT is not necessary to seek far for the reason for the sharp increase in the number of bankruptcies of hauliers last year, compared with 1958.

Despite continually rising costs and the quickening tempo of industrial production, rates have declined steadily since 1955. Indeed, it is surprising that the number of failures has not been greater.

The production of the Road Haulage Association's guide to recommended minimum rates between about 80 main destinations is, therefore, timely. The Association apparently do not feel disposed to publish the charges to non-members, on the ground that, if they were known, they might be undercut. On the other hand, ignorance of costs of operation is widespread and is the reason why some hauliers charge uneconomic rates. Anything that helps them to a keener appreciation of fair charges is to the good, and it is to be hoped that the R.H.A. will have second thoughts.

Responsibility for the catastrophic decline in general haulage rates is broadly based. The depredations of unscrupulous clearing houses are the fundamental cause, but the hauliers who use their services are equally culpable. If they dealt only with reputable houses, at least part of the problem of maintaining a reasonable level of rates would be solved.

Then, of course, there are the operators who will cut a known rate to gain traffic from an established customer of another contractor. Their advantage may be only temporary, in that, after receiving unsatisfactory service, the customer will return to the original haulier. On the other hand, they may start a downward spiral of rates, which eventually causes loss to all concerned, and not least to the customer. It is they who are responsible for the R.H.A.'s reluctance to publish their new rate scale.

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### Entry Too Easy

There can be no doubt also that the ease with which contract-A licences can be converted into public-A licences encourages the entry into general haulage of inexperienced men, who will take business at any price to cover hire-purchase instalments on their vehicles. This is an unfortunate turn in the trend of licensing which the Transport Tribunal seem indisposed to correct.

Finally, trade and industry must bear some of the responsibility for a short-sighted policy of buying in the cheapest market. According to the survey of C-licence vehicles conducted last year by the Traders Road Transport Association, users place speed of delivery and certainty of timing above all other considerations in their decision to employ their own transport in preference to hired haulage. The inquiry covered 98,340 vehicles (9 per cent. of the country's C-licence fleet at June 30, 1958), and, on the basis of one vote per vehicle, 68 per cent. of the votes were cast in favour of speed and certainty. Minimum cost attracted only 44 per cent. of votes.

In view of the unhappy trend of rates and the increasing number of failures of hauliers, cost seems to be more important than the figures suggest. C-licensees know from their own experience that costs have risen steadily over the past five-year period, during which rates have fallen so steeply, and must realize that this downward trend is economically indefensible. Freedom of competition between British Road Services and private-enterprise hauliers accounts partially for the decline, but its extent has exceeded all reason.

Traders who play off one haulier against another, and road transport against the railways, are not giving public transport a fair opportunity to prove its worth. In the event, they may be misled into costly experiments with their own transport, to their own ultimate disadvantage and that of professional carriers in general.



## The Wrong Team Spirit

MUCH has been heard recently about the importance of selecting and training drivers carefully, and of building up team spirit. British Road Services are able to employ specialists for this delicate task, and are fully alive to their responsibilities, but the team spirit existing among their drivers seems to be directed more towards safeguarding their own position than to the furtherance of the organization's interests.

A classic instance occurred last week, when employees at a B.R.S. depot ceased work in sympathy with a driver who had been suspended for a week without pay after an accident. In avoiding a boy the man's lorry struck a house after skidding for 114 ft. The management held that the accident was caused by excessive speed and that the loss of £10 wages was a minor penalty to impose on a man who had done £600 damage to a vehicle and property by incautious driving.

The length of the skid marks would certainly suggest that the vehicle was travelling at more than the 28 m.p.h. claimed by the driver. But, the facts of the case apart, a situation in which a whole depot can be immobilized because disciplinary action has been taken against one man is intolerable. It emphasizes the importance of a full inquiry into every applicant's sympathies and general attitude towards his employment, as well as into his technical skill, before engaging him.

Loyalty certainly cannot be bought solely with high wages and good working conditions. Those benefits can do no more than stimulate an inherent sense of responsibility: That is what so many workers now seem to lack.

## Bird's Eye View

### No Bricks Dropped

MR. A. T. WORBOYS, chairman of the London Brick Co., Ltd., seems to be one of the few big industrialists who appreciate the importance of transport. At all events, he thinks the shareholders should know something about it. In his statement for last year he says that the company's long-standing contract with British Railways continues to be close and effective, and more bricks were sent by rail last year than in 1958. At the same time, an increased output of bricks was delivered in the company's own C-licence vehicles.

In view of the chairman's interest in transport, it seems odd that, apart from his annual reference to it, so little information is released about the operations of this splendid fleet.

### Recruitment Gimmick

WHEN the lure of free luncheon vouchers palls, "Free Parking Guaranteed" might do the trick.

### Die-hard

HOW good an ambassador of his employers can a driver be? Take the case of a dairy director who lived outside his own sales area. His wife was naturally compelled to buy milk from a competitor. But one evening her husband proudly announced that his company could now deliver to their house. He was quickly disillusioned when his wife replied: "Blow your commission—you are not taking my Charlie from me!"

### Blocked

I DOUBT whether Mr. R. F. Block, managing director of Blox Services, Ltd., said it with flowers when the opening of the Chelsea Flower Show caused him to take more than an

B6

## Men Who Make Transport—36

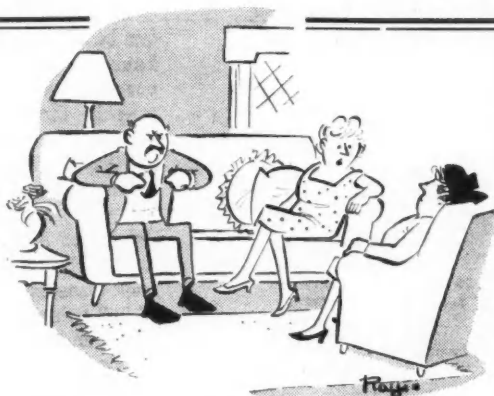
### Alfred James Pettigrew

IT will not be long before all the scattered staff of British Road Services' South Eastern Division are gathered together under one roof at 238 City Road, London. The day when that is achieved will be one of the more satisfying in the career of Alfred James Pettigrew Wright. For this cheerful, straight-talking Essex man, who admits to 60 but looks about 50, is an organizer and administrator born, though an engineer by predilection, training and experience. The thought of man-hours consumed in travelling through London streets instead of from floor to floor irks him just as much as the sight of a badly maintained lorry.

Whether it is a matter of the administrative machine or any one of those 4,000 vehicles for which he is responsible as divisional manager, it must run smoothly. And, as he emphasized to me again and again, when interlocked departments are physically separated in congested London, good administration is very difficult indeed. I hope to be there a day or two after all are safely gathered in if only to see an even broader smile on Mr. Wright's face!

If he had followed family tradition, he would have remained in Burnham-on-Crouch in the yacht-building business. Right from the start, however, it was commercial motor engineering for him. First he was a trainee, then service with the R.N.A.S. in the 1914-18 war broadened his technical experience, and, when that was all over, a job with Scammell Lorries, Ltd., made it pretty certain where his career would lead him.

"Everybody," he remarked, "can look back to a vital piece of advice or a helping hand which pushed his career on. I look back with gratitude to P. G. Hugh and Alan



"He's always the same after a long trip—takes hours to relax."

hour for a nine-mile journey. As a result, his talk to the Industrial Welfare Society's conference was delayed.

But the 90 delegates were well rewarded with a knowledgeable survey of delivery men's problems. They were shown that respect for humanity and persistent drive for efficiency were not incompatible.

### Lady Luck

ACCORDING to Mr. H. Spencer Apps, chairman of Martin Walter, Ltd., who celebrated his 80th birthday last week, the success of the business has been built on team spirit and a little bit of luck. And, to make his week, the company's No. 2 factory for the first time exceeded an output of 300 dual-purpose vehicles. If that wasn't luck, it was a happy coincidence.

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Scammell, who, in their different fashions, set my feet on the right ladder."

This was how it was: Alan Scammell had to break away from Scammell Lorries, Ltd., because of ill health, but not before he had kept an eye on Mr. Wright and sized him up as an able, ambitious, loyal young fellow. So when Mr. Scammell launched Southern Roadways, Ltd., he invited Mr. Wright to join as chief engineer. Thirteen years later he was managing director of a new company, Southern Roadways (1936), Ltd.

This organization constituted the heart of a new association of companies which included Poole Wharves, Ltd., Coastal Roadways, Ltd., and Southern Commercial Motors, Ltd. The interests of all these businesses were interrelated in one way or another and the managing director was now able to exercise his gifts as co-ordinator and manager in a wider, more satisfying sphere than ever before.

Alfred Wright, the organizer, rather than the engineer, was the man in demand during the 1939-45 war. As district manager under the War Transport Emergency Scheme he was immersed in complicated, urgent problems of fuel distribution, allocation of vehicles, evacuations, Service movements—indeed, in almost every operation involving civilian motor vehicles. Many men who held down responsible jobs during the war—albeit jobs not directly connected with their own companies—tend to look back on their enforced service as an arid desert so far as their own careers are concerned.

Not so Mr. Wright. His organizer's mind saw beyond the aridity. Here was something he could get his teeth



Mr. A. J. Wright—a successful, happy man.

into. Apart altogether from the obvious satisfaction resulting from doing his patriotic duty, he enjoyed the larger scale of work now opening up.

"Without experience of this kind—experience, that is to say, of fairly large organization—" he told me, "I think it would be very difficult indeed to tackle the various problems, some of them quite new, inherent in nationalized industry. You cannot successfully plunge from managing a comparatively small business to the quite different tasks involved, say, in the Road Transport Executive." Well, he should know. He was one of the first divisional managers of the Executive, having been appointed in 1948.

What are the fundamentals of good administration in a transport concern? High on the list, says Mr. Wright, is sound engineering knowledge. You need to have been through the engineering mill, otherwise people may find it too easy to pull wool over your eyes. He brackets with that the ability—and willingness—to delegate. Failure to delegate means failure to administer a large-scale enterprise, because no man alive can do everything. The divisional manager must be a good picker. Having chosen his men, he must leave them to get on with the job.

Nobody who has lunched with him and his colleagues at 238 City Road can fail to have observed how successful he has proved to be in his choosing.

How much liked and respected he was in his Poole days is reflected in his appointment as Justice of the Peace, and the fact that he was invited to continue in this important office even when B.R.S. called him to London. He regularly sits on the bench down in Dorset and believes there is no finer means of studying human nature. He finds this work a most satisfying way of rendering public service. That has always been near his heart, as was recognized in his M.B.E. award in 1945.

I have written of his ambitions in my own way. They can be more adequately described in his own way. "When I was young I wanted two things above all. I wanted to achieve something in my chosen sphere and I wanted a happy family life. I have certainly enjoyed perfect happiness at home: you must be the judge of how far I succeeded in my other aim."

Far be it for me to judge. I can only observe. And I believe I observed a successful, happy man.

H.C.

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## By The Hawk

### Pioneer of "Artics"

WHEN Harold Champion interviewed Mr. A. J. Wright for this week's profile, he was greatly impressed by Mr. Wright's happy recollection of men who helped him on his way. Notable among these was Mr. P. G. Hugh, whose protégé he became and who was largely instrumental in bringing his merits to the attention of Alan Scammell.

He is no longer with us, but he is well remembered by many engineers, for he was the designer and engineer of Scammell articulated vehicles and, indeed, introduced "artics" to Britain.

### Big Time

CAN a man earn nearly £200,000 a year except by grimacing into a film camera or howling into a microphone? He can—and in the motor industry at that. Mr. Frederick Donner, chairman of General Motors, was last year paid a salary of £71,910 and a bonus of £125,625. Ten of his colleagues earned more than £107,000.

What on earth can they do with all that money?

### Key of Gold

BUT I doubt whether even they use gold keys to open the front doors of their palatial apartments. That distinction is reserved for the few who have been honoured by the Yale and Towne Manufacturing Co. The latest is Lord Verulam, chairman of the British Institute of Management, who last week received from Mr. John O. Sewell, general manager of the company's British division, a gold Yale key cut to fit a lock at Gorhambury, St. Albans, the ancestral home of the Verulam family.

Others who have been honoured in this way include President Truman and President Eisenhower.

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# Coach Companies' Drive to Attract Foreign Tourists

BY OUR OWN CORRESPONDENT

**B**BRITISH coach companies are co-operating with hoteliers in the biggest drive ever to persuade thousands of Continental tourists, in the middle-income bracket, to visit northern beauty-spots and places of interest. The leading figure behind the scheme is Mr. Geoffrey N. Wright, manager of the Old Swan Hotel, Harrogate, and chairman of the northern division of the British Hotels and Restaurants Association. He is receiving enthusiastic support from Mr. H. N. Tuff, general manager, West Yorkshire Road Car Co., Ltd.

Mr. Wright plans to secure reciprocal trade in this country, particularly the north of England, for the increasing number of Britons who go abroad for their holidays every year. Last winter he and other leading members of the northern division of the B.H.R.A. went to Continental countries to meet travel agents and coach proprietors. Since then foreign travel agents have made tours of the north of England in special coaches supplied by the West Yorkshire company.

This year visitors travelling from the Continent under the new scheme are expected to arrive in August. Next year it is expected that the season will run from May to September. Some tourists will come from the Hook of Holland to Harwich but most of them will arrive at Hull from Rotterdam.

An application for a linking coach service, between Hull and the Harrogate hotels, has already been made to the Yorkshire Traffic Commissioners by the West Yorkshire company and East Yorkshire Motor Services, Ltd. Another route will be through Manchester airport and on to the various northern centres by coach.

The West Yorkshire company have

already published foreign language itineraries of coach tours, and big business on the one-day excursions from Harrogate to the Lake District, Yorkshire Moors, York and Whitby is expected. The cost of a week's tour is attractive.

A secondary consideration of the tourist drive has been to encourage more foreign coach operators to bring their vehicles over to this country, but this has been hit by Ministry regulations governing vehicle dimensions. However, British coach operators will benefit because coaches will be chartered.

In addition to one-centre holidays, an itinerary is being drawn up by strategically placed hotels, which are willing to co-operate in arranging inclusive circular tours.

Mr. Wright also hopes to link the project with the Europabus network to bring the service to Victoria Coach Station, London, into the picture. Later this year, he plans to visit the Scandinavian countries with a view to a further extension of the scheme.

A German operator is planning to send a new coach, which will comply with Ministry regulations, on a pilot tour in the autumn.

## Safest Cab to be Discovered in Contest

**A**COMPETITION to discover the cab making the greatest contribution to the comfort, safety and convenience of the driver will be held in conjunction with the final of the Lorry Driver of the Year Competition at Fort Dunlop, Birmingham, on September 18. This proposal was approved by the national organizing committee on Tuesday.

The contest is for a trophy to be presented by Unilever, Ltd., which will be awarded to the operator of the successful vehicle. Marks gained in the cab contest will not count towards the Lorry Driver of the Year Competition, from which it will be entirely separate. The form of the contest has been devised by the Editors of *The Commercial Motor* and *Motor Transport*.

Cllr. R. Brain offered a chairman's cup for the driver of the vehicle with the best cab. Mr. W. P. James, West Midland Licensing Authority, is to be asked to preside over the panel of judges.

Lord Chesham, Joint Parliamentary Secretary to the Ministry of Transport,

will present the trophies at the final. The four tests to be performed will be devised to take account of past criticisms and elaborate arrangements for the contest are in hand.

The national committee approved a supplementary regulation to authorize the entry, into the competition, of commercial vehicles which by law do not have to hold carriers' licences.

In fact, Post Office vehicles and others not operated under carriers' licences have been entered for some years and the form of the regulations has been an oversight. The supplementary rule will legalize this omission.

The Leeds round on June 19 will begin at the premises of Montague Burton, Ltd., Hudson Road Mills, Leeds, 9, at 9 a.m. Proceedings are expected to be completed by 6 p.m.

The Stepney round on July 24—a new centre—is due to start at 8.30 a.m. Manoeuvring tests will be conducted in Victoria Park, London, E.2. The latest date for entries is June 30.

## P.M.T. Lose Appeal to Minister

**T**HE Minister of Transport has upheld the grant made to Greatrex Motor Coaches, Ltd., Stafford, to run an express service from Newcastle under Lyme to an R.A.F. Maintenance Unit at Hopton, Stafford. The grant, made by the West Midland Traffic Commissioners, was challenged by the Potteries Motor Traction Co., Ltd., at an inquiry at Birmingham (*The Commercial Motor*, February 5).

In his report, the inspector Sir Maurice Holmes, expressed the opinion that in this assisted-travel case the Commissioners had paid excessive regard to the award of the contract, although the Minister did not agree with his suggestion that the case be re-heard.

The existing service of P.M.T. seemed, to the Minister, to fail to meet the need which would be met by Greatrex in one important aspect. The fare arrangements applicable to the P.M.T. service were not those desired for the new service.

He noted that passengers could have travelled on the P.M.T. service but that the Air Ministry would have been put to extra expense. He considered that it was reasonable for the Commissioners to attach considerable weight to that factor. The Minister makes it clear, however, that it is of no significance that the expense should fall on public rather than private funds.

It appeared to the Minister that the assisted-travel arrangements in this case were such that the respective services would operate without actual competition on the road.

## B.M.C. FACTORY BUILDING BEGINS

**W**ORK was due to start on Wednesday on the construction of the new factory of the British Motor Corporation at Bathgate, West Lothian. It is stated that the first factory building will be completed by the middle of next year, and another two about nine months later.

Production will start towards the end of 1961. Capacity is to be laid down for output at the rate of 1,000 commercial vehicles and 750 tractors a week, and the plant will employ about 5,600 people.

There will be three buildings, parallel with each other and 1,020 ft. long. The central building will make engines, gears and gearboxes. On one side will be a works producing commercial vehicles and on the other a tractor factory.

The buildings and services will cost approximately £5.25m., and the plant and equipment £6m.

## BOOM YEAR FOR LEEDS

**T**HE year 1959-1960 was a boom year for Leeds Transport Department. A profit of £165,817, the highest registered since the undertaking started in 1894, has cleared the department of debt and a balance of £8,764 has been carried forward. Last week Ald. John Rafferty, chairman of the transport committee, recalled that in 1955 the department faced an accumulated deficit of £488,926.



## Applicants Brought Difficulties on Themselves, Says Authority

**M**OST of the difficulties mentioned by Leonard Green (Haulage), Ltd., Rotherham, when they applied to add eight vehicles of 32 tons to their A licence (*The Commercial Motor*, May 20) had been brought upon themselves, said Mr. J. H. E. Randolph, Yorkshire Deputy Licensing Authority, in a reserved decision, refusing the application, on Tuesday.

He considered that the difficulties had been caused by the action of Green in transferring 10 vehicles to Birmingham, despite their declared intention to operate from Rotherham. He thought that at the time of the application the company could have made more transport available to their main customers, and that, if they wanted to operate from Birmingham, they should apply for licences in that area.

Mr. Randolph, who expressed the opinion that most of the difficulties would be resolved when Green used their entire fleet from Rotherham, stated that until that was done a grant of extra vehicles would benefit Birmingham customers rather than those at Rotherham.

Of the hiring position, the Deputy Licensing Authority said the evidence showed that the applicants were retaining an average commission of 16½ per cent.—well in excess of the statutory 10 per cent. This created problems because no haulier would really want to work at an unremunerative rate, and those who were prepared to supply vehicles would not send their best. Nevertheless, as the applicants were hiring at the rate of over £40,000 per annum no shortage of transport in the area was indicated.

The company was licensed in the Yorkshire Area to operate 23 vehicles on A licence and 30 vehicles and three semi-trailers on contract-A licence. Integrated with this fleet was another vehicle of some 7 tons unladen weight on an A licence. This was issued in the West Midlands Area to Mr. Leonard Green, managing director of the company, noted Mr. Randolph.

### Clearly Undesirable

But, he observed, while industry must be served it was clearly undesirable for extra vehicles to be placed on overcrowded roads if there were no real need. Transport should be licensed for existing needs rather than future expectations, he added.

Boom conditions in the local steel industry began in about June, 1959. The figures, however, showed that from then until the end of November, 1959, Green carried less for their three customers on A licence than in the corresponding period in 1957.

This was the position despite the fact that in 1959 the A fleet consisted of 24 vehicles, of 134 tons, compared with 19 vehicles, of 100 tons, in 1957. Comparing 1957 with 1959, the Deputy Licensing Authority calculated that the extra A-licensed work for the three main customers could be accounted for by about half a vehicle.

By transferring A- and contract-A-

licensed vehicles to Birmingham the applicant was able to do work to the value of £19,700, from February, 1958 to June, 1959. It followed that these facilities were lost to the Rotherham customers, for whom they were licensed. Their absence was virtually unnoticed at the time because there was a recession in the steel industry.

Three vehicles had now returned to Rotherham and must be carrying more for the three main customers.

### More Vehicles for G.E.C.

The loss to G.E.C., Ltd., Swinton, of six of their contract vehicles, by transferring them to Birmingham, must have meant that more of the A and hired vehicles had to be used by that company. In turn this must have meant a reduction in the number of A vehicles available for the other two customers. The G.E.C. work, which was peculiarly suitable for contract vehicles, required about six more vehicles per day, it was claimed, and Mr. Randolph thought their needs could be fully met if the six contract vehicles were returned to Rotherham, which was their true base.

He considered that there was a good deal of force in the contention of British Railways that they were carrying the whole of the increased output of the Parkgate Iron and Steel Co., Ltd., one of Green's main customers. Accordingly, he thought that no extra vehicles were necessary to meet the needs of this customer. If he were wrong, those needs could be met by the A fleet from Rotherham.

As with other customers, the main concern of J. J. Habershon and Co., Ltd., was to eliminate hiring. As they used four main hauliers, it could not be said that they objected to using contractors other than Green. Mr. Randolph understood that two of these other hauliers could provide more vehicles.

Again, he was left with the impression that this customer's difficulties would cease, or be greatly alleviated, if the applicant made full and proper use of his A fleet at Rotherham.

### NORTHERN FARES APPLICATIONS

**A**N application by United Automobile Services Ltd., to increase fares will be considered by the Northern Traffic Commissioners at Newcastle upon Tyne next Thursday. On June 13 similar applications will be considered from the Northern General Transport Co., Ltd.; Venture Transport Co. Ltd.; the C. and E. Bus Co., Ltd.; Sunderland District Omnibus Co., Ltd.; Tynemouth and District Transport Co., Ltd.; Wakefields Motors, Ltd. and Tyneside Tramways and Tramroads Co., Ltd.

## 30 "Artics" for B.R.S. at Swindon

**T**HE fleet of British Road Services at Swindon, which was part of the car industry production line between the factory of the Pressed Steel Co., Ltd., and manufacturers in the Midlands and at Oxford, was completely inadequate to meet increasing demands. Mr. S. W. Nelson, Western Licensing Authority, was told this at Bristol on Tuesday, when the Swindon depot of B.R.S. applied to add 30 articulated outfits, totalling 202½ tons unladen, to their A licence.

Mr. R. C. Oswald, for the applicants, said that the depot operated 44 vehicles and 30 semi-trailers on A licence and 43 vehicles and semi-trailers on contract-A licence to Pressed Steel. An association with the car industry had existed since 1956, and when the steel company moved to Swindon, in 1959, 16 vehicles had been transferred from Oxford to Swindon to cope with additional traffic.

Mr. A. T. G. Scott, Oxford district manager of B.R.S., said that the trailers had special superstructures to carry pallets. There was no storage space at the factories and, in many cases, 10-minute clearances were necessary. In March and April, 1961, new models and bodies would be produced and there would be another upsurge in traffic.

Objectors, J. Smith (Bicknor), Ltd., withdrew following the grant of additional vehicles the day previously.

Granting the application, Mr. Nelson said that he had never heard more convincing evidence.

### WIDE USER FOR TRAMPING

**A**CTIVITIES of the Tower Hill Transport Co., Boston Docks, Lines, were described as being of a purely tramping nature, by Mr. L. H. Shelton, of the Eastern Traffic Area, acting for the North Western Deputy Licensing Authority, at Liverpool on Tuesday. He granted the company a 7½-tonner on A licence.

Mr. L. C. Pratley, licensing manager of the company, said that they wanted the licence, with a normal user of "general goods, Great Britain," for a Liverpool-based vehicle. It was, at present, on special A licence, which expired on June 30, he added.

The company had eight bases, from Dundee to Plymouth, and had 120 vehicles on A licence. With the exception of those at Newcastle, they all operated under a similar normal user to that which was applied for, said Mr. Pratley.

Only one vehicle was based at Liverpool, and this did tramping work, which was typical of the company's operations as they had no trunk services.

Granting the application, Mr. Shelton said that it was one of the few cases where such a wide normal user was justified.



## Men in the News

DR. K. W. BRITTAN has been appointed research manager of the King's Norton factory of the Triplex Safety Glass Co., Ltd.

ALD. F. A. LEACH, chairman of the Halifax Cleansing and Transport Committee for 25 years, has resigned. He will retain his seat on the town council.

MR. R. J. GATES, chief assistant engineer of Coventry Transport Department, has retired after more than 40 years' service with public transport undertakings.

MR. FRANK B. FORD has joined Plaxtons (Scarborough), Ltd., in a full-time capacity and is not connected with sales or operation of coaches of any other concern.

MR. ALAN HAVARD, new public relations officer of the British Road Federation, took up his appointment on Wednesday. He was formerly an assistant editor of *Motor Transport*.

MR. S. SMITH has been appointed technical representative to the motor industry of Aeropreen Products, Ltd. He was previously chief body draughtsman to a leading car manufacturer.

SIR W. W. WAKEFIELD has been elected president of the Industrial Transport Association. MR. C. A. ELLIOTT is chairman and MR. G. L. EADES and MR. C. N. J. GRADDON, vice-chairmen.

MR. F. J. SPEIGHT has succeeded Mr. W. F. FRENCH as chairman of P.S.V. Operators, Ltd. Mr. French has occupied the position since the company's formation in 1932. MR. WALTER PAICE has been elected vice-chairman in place of Mr. Speight.

MR. D. R. LUETCHFORD has been appointed representative for south-east London and parts of Kent and Surrey by the India Tyre and Rubber Co., Ltd. MR. D. G. C. HOWARD has become the company's general representative for north London.

MR. K. H. PARK, African zone manager, A.E.C. (Sales), Ltd., is on an extended visit to Ghana and Nigeria. He returns on June 17. MR. R. A. FRYARS, chief engineer, A.E.C., Ltd., has returned to this country following a tour of South Africa, Rhodesia and Kenya.

MR. R. S. CHURCH has been appointed assistant managing director of Wingard, Ltd., and MR. H. TINKHAM has become original equipment sales manager. Since his transfer to the accessory sales department the former position of MR. J. BUCHANAN, as technical sales representative, has been filled by MR. K. B. HOLLINGWORTH. MR. M. G. CONNELL, accessory sales manager, has taken over export business and MR. P. TYRRELL is now Midlands representative of the concern.

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MR. C. E. T. CRIDLAND has succeeded MAJ. C. R. DIBBEN as chairman of the West Midland Transport Users' Consultative Committee.

CLLR. E. V. HOLT, vice-chairman of Rochdale Passenger Transport Committee, has succeeded ALD. DR. E. H. S. SCARR, as chairman.

MR. F. C. DOUGHTY, West Midlands and Wales regional manager of the John Bull Rubber Co., Ltd., has retired. MR. GEORGE HERBERT TAYLOR will replace him.

MR. STEPHEN FERRY, traffic manager of the Trent Motor Traction Co., Ltd., will leave the company's service on September 30, on reaching normal retirement age.

CLLR. MAYNARD WILLIAM BEASTALL, managing director of Beastalls, Ltd., Tunbridge Wells, removal contractors, was elected Mayor of Tunbridge Wells, last week.

MR. R. W. THORNTON has been appointed sales engineer of Leyland Motors, Ltd. He was previously sales engineer of the company's industrial units division.

MR. BRYN LEWIS, sales manager of the tyre division of the John Bull Rubber Co., Ltd., has been elected chairman of the Leicester branch of the Incorporated Sales Managers' Association.

MR. F. W. PEARCE, South Wales divisional manager of the National Benzole Co., Ltd., has retired. He will be succeeded by MR. D. BIRRELL, manager of the company's consumer trade department.

MR. A. M. CHAMPION has been appointed manager of the vehicle engine sales branch of Perkins Engines, Ltd. MR. L. G. T. ROBERTS has been appointed assistant manager of the industrial engine sales branch.

## I.R.T.E. Election Results

THE following officers have been elected for the year 1960-61 by centres and groups of the Institute of Road Transport Engineers.

**Eastern Centre:** Chairman: Mr. N. McAndrew (Eastern Counties Omnibus Co., Ltd.). Vice-chairmen: Mr. C. E. J. Lines (Eastern Counties Omnibus Co., Ltd.), Mr. A. G. Prest (former Eastern Traffic Area vehicle examiner), Mr. R. F. Wolfe (Eastern Electricity Board). Honorary secretary: Mr. W. J. Edbrooke (Chivers and Sons, Ltd.).

**East Regional Centre (North West Counties):** Chairman: Mr. T. P. O'Donnell (Aston-under-Lyne Transport Department). Honorary secretary: Mr. E. H. W. Hirst (Temple Press Limited).

**North Eastern Centre:** Chairman: Mr. J. E. Johnson (British Road Services). Vice-chairmen: Mr. J. Sommerville (Northern General Transport Co., Ltd.), Mr. R. Swann (Durham County Constabulary). Honorary secretary: Mr. R. Athey (Goodall, Bates and Todd, Ltd.).

**North Regional Centre (North West Counties):** Chairman: Mr. W. R. Orton (United Bakeries, Ltd.). Honorary secretary: Mr. F. S. Livingstone (North Western Electricity Board).

## FORTHCOMING EVENTS

June 14-17.—Institute of Public Cleansing annual conference, Portsmouth.  
July 5-8.—Royal Show, Cambridge.  
September 12-16.—Municipal Passenger Transport Association conference, Douglas, Isle of Man.  
September 18.—Lorry Driver of the Year Competition Final, Fort Dunlop, Birmingham.  
September 23-October 1.—Commercial Motor Show, Earls Court, London.  
September 26.—Passenger Vehicle Operators' Association annual dinner, Grosvenor House, London, W.1.  
October 6-16.—Paris Show.  
October 10-12.—Road Haulage Association annual conference, Blackpool.  
November 3-13.—Turin Show.

## Case Decided After Two Adjournments

AN application by Messrs. Senator Transport, Great Elm, Somerset, which had been adjourned twice, was finally disposed of by Mr. S. W. Nelson, Western Licensing Authority, at Bristol last week. He granted two additional vehicles of 8½ tons limited to the carriage of road making materials within 100 miles and solid fuels over 25 miles. The original application had been for four vehicles and one low-loader.

Referring to the low-loader, Mr. Nelson said that he was not satisfied that the evidence was either full or cogent enough to warrant a grant.

The suggestion of undercutting, made by several objectors at the previous hearings, was strongly denied by the applicants who claimed that other hauliers would not handle certain materials which were available from local quarries.

## NEW LINK IN OWEN CHAIN

THE Owen Organisation has acquired Charles Clark and Son (Commercial Vehicles), Ltd., a subsidiary of Charles Clark and Son, Ltd. The Clark business in Wolverhampton and Shrewsbury is to be reorganized.

Mr. A. G. B. Owen, chairman, Mr. N. F. Brice, Mr. E. W. B. Owen, Mr. R. Mould, Mr. M. Beevor, Mr. G. R. Wagg, Mr. W. B. Stokes and Mr. B. M. Cooper are directors.

**Scottish Centre:** Chairman: Mr. A. Cameron (Scottish Traffic Area Vehicle Examiner). Vice-chairman: Mr. J. Reside (John Barrie (Contractors), Ltd.).

**Southern Centre:** Chairman: Mr. J. M. Frost (Hall and Co., Ltd.).

**South Wales Centres:** Chairman: Mr. C. Thomas (Caerphilly Transport Department). Honorary secretary: Mr. W. K. Cox (Rhondda Transport Co., Ltd.).

**South Western Group:** Chairman: Mr. C. E. Bishop (Western National and Southern National Omnibus Co., Ltd.). Vice-chairman: Mr. F. A. Creber (Devon County Council). Honorary secretary: Mr. W. H. Sutton (Western National Omnibus Co., Ltd.).

**Western Centres:** Chairman: Mr. G. Yarwood (Hepworth and Grandage, Ltd.). Honorary secretary: Mr. N. F. Sims (Aplin-Barrett, Ltd.).

**West Regional Centre (North West Counties):** Chairman: Mr. J. Sharpe (John A. Hunter and Co., Ltd.).

**Yorkshire Centre:** Chairman: Mr. R. L. Edwards (A.E.C. (Sales), Ltd.). Vice-chairman: Mr. W. Peakman (Leeds Transport Department). Honorary secretary: Mr. C. Chapman (Hindie Auto Products, Ltd.).

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## Motorway Contractors Paid Rates Said to be Completely Uneconomic

**A**LLEGATIONS that completely uneconomic rates were being paid to tipper operators, by the contractors for the Ross Spur motorway, were made to Mr. S. W. Nelson, Western Licensing Authority, on behalf of the Road Haulage Association, at Bristol on Tuesday, when 14 members opposed the grant of a short-term B licence to Messrs. Price Bros., Swansea.

For the applicants, Mr. A. L. Lowth said that they sought eight 7-ton tippers to carry gravel from South Cerney to the motorway for the contractors, Robert M. Douglas (Contractors), Ltd.

Questioned by the Authority, Mr. W. T. Price said that the vehicles were new models on hire purchase to Price Brothers. The vehicles had been working on the project since May 12, although they were unlicensed because he had misinterpreted a letter from the Authority. The contract rate was 8s. per ton less 5 per cent. Drivers were paid 14s. per load of about 10 tons, for a haul averaging 72 miles.

Mr. R. B. Williams, chief buyer for Robert M. Douglas, said that the rate was one originally quoted by a South Wales haulier, which they considered satisfactory. Although advised by the Licensing Authority to contact the R.H.A. they had not done so because they already had enough offers of transport. Some 150,000 tons of gravel had to be moved by the end of July, at approximately 3,000 tons a day.

Questioned by Mr. T. D. Corpe, for the R.H.A., Mr. W. Eyre, project manager for Robert H. Douglas, said that a rate of 14s. 6d. a ton delivered was agreed with independent gravel pits. This had now risen to 15s. 3d. He did not agree that, at 2s. a ton for getting the gravel, which left 12s. 6d. for haulage, they were making a very nice profit. They were charged 4s. 6d.-5s. a ton. The cost to operate their own lorries was 8s. 6d. a ton. He considered that receipts of 1s. 1d. per mile were reasonable.

Mr. J. F. Cox, assistant secretary, Western Area, R.H.A., for the 14 members, said that they were prepared to put at least 20 vehicles a day, at a rate of 12s. 6d. a ton, at the disposal of the contractor. He said that 7s. 6d. a ton

for a 7-tonner would not meet actual operating costs and even if 10 tons were carried it would not be a fair return for three journeys a day. Many vehicles were only making two trips.

They estimated 1s. 9d. a mile as a reasonable rate, with 1s. 6d. as the absolute minimum for guaranteed work. The Bristol operators considered 15s. a ton as fair for this work, but they were prepared to accept 12s. 6d. If the proposed rates were allowed the effects would be disastrous.

Mr. L. R. Beattie, senior traffic examiner, said that on May 25, when investigations were made between South Cerney and Ross Spur, 42 vehicles passed through check points. Of 33 hired vehicles examined, 10 were breaking B-licence conditions, two were contravening C and one contract-A conditions.

It did not appear that drivers were working excessive hours, but there was evidence of high speeds on return journeys, he said. Vehicles passed a car driven by the witness at speeds of up to 60 m.p.h. Of another 65 vehicles checked silently, 33 were not displaying licences.

Mr. S. J. Pedlar, secretary of Robert M. Douglas, said that the disclosures would be conveyed to his directors. An immediate investigation would be held, but the next two months were crucial.

Mr. Nelson said that he proposed to grant the Price application, but the evidence had disclosed a disturbing situation. The question of rates had raised an important point of principle. He accepted the evidence of Mr. Pedlar, but his company must realize that they could have been charged with aiding and abetting. He was not satisfied they were paying a proper rate, but too much time would be needed to collect detailed evidence. Steps would be taken to deal with the irregularities, he added.

## Inquiry Into Small-bus Operation?

**B**US companies in the East Midlands are to ask the Minister of Transport to investigate suspected illegal operation of small buses which are carrying fare-paying passengers in the area. The request will be made through the Public Transport Association and the Passenger Vehicle Operators' Association.

Mr. W. Leese, manager of the Trent Motor Traction Co., Ltd., which operates in Derbyshire, Nottinghamshire, Leicestershire, Staffordshire, and Lincolnshire, commented: "We are being affected by the many 10- and 12-seaters operating in the area." It was a fallacy to think that only the small rural companies were being affected, he added.

There was no doubt that small buses were very active in the area, although he had no specific evidence of loss of trade, said Mr. F. Bloomfield, secretary, Barton Transport, Ltd.

Last week, it was stated that the East Midland Traffic Commissioners would make inquiries about the use of the small buses in the area.

## BLACKWALL TUNNEL CLOSING

**B**lackwall Tunnel will be closed to vehicles from 4 p.m. on Saturday, June 11, until 5 a.m., on Monday, June 13, while work on the new north approach is carried out. Re-routing will be via Rotherhithe Tunnel.

## Shorter Working Week Aggravates Peak

**C**ONCENTRATION of peak loadings, which was aggravated by the shorter working week in the engineering industry, was causing operating difficulties, said Mr. Raymond W. Birch, chairman, Yorkshire Woollen District Transport Co., Ltd., at the annual meeting of the company, on Tuesday.

Scholars' traffic had also increased at a phenomenal rate and representations had been made to educational authorities in an effort to alter school starting times. An indication of the volume of traffic was that more than 90 buses, required for the peak periods, were idle for the rest of the day, he added.

Speaking of higher revenue in 1959, Mr. Birch said that this came from coaching operations and express services which more than offset a fall in receipts from stage services.

Referring to the recent application to the Minister, to bring maximum dimensions of public service vehicles into line with Continental standards, Mr. Birch said that as soon as this was done, the company would order new vehicles to effect economies.

## HOT TIPPERS UNOPPOSED

**A**N unopposed application for two specially insulated tippers on A licence was granted to F. Stokes and Sons, Ltd., Preston, at Lytham St. Annes on Monday. Mr. L. H. Shelton, of the Eastern Traffic Area, who was acting for the North Western Deputy Licensing Authority, was told that the vehicles, totalling 13 tons, were required to carry hot asphalt.

Mr. James Stokes said that the company had a fleet of 20 vehicles on A licence and that 80 per cent. of their work involved the carriage of hot asphalt. Since last year work had increased by 13 per cent. and although it had been necessary to sub-contract, suitable vehicles were difficult to hire.

## TILLING GROUP PAY RISE

**C**LERICAL and supervisory staffs of the Tilling Group have been awarded pay increases of between 6 and 9½ per cent., to operate from May 15.

A staff claim, for a 10 per cent. rise, had been made some weeks previously. The employers were not prepared to discuss equal pay for equal work, but they did give the same increases to women as to men.

## T.G.W.U. SUPPORT INQUIRY

**T**HE London busmen's demand for a full inquiry into the structure of London Transport is now supported by the Transport and General Workers' Union, but Mr. Frank Cousins, general secretary, wishes it to be conducted on a national scale. Details of the demand for an inquiry will be completed at a meeting of the Union's National Passenger Group Committee on July 13.

## Future Motorways May Be Toll Roads: Schemes in Pipeline

BY OUR PARLIAMENTARY CORRESPONDENT

**TOLLS** for future motorways are being seriously considered by the Ministry of Transport. Traffic on M1 is being evaluated to discover how much of it is long-distance transport. Little has been heard of tolls since Mr. Alan Lennox-Boyd, when Minister of Transport, spoke of the possibility of applying them to big projects.

At that time the M1 was merely a dream, and Mr. Lennox-Boyd's remarks applied mainly to bridges and tunnels.

Lord Chesham, Joint Parliamentary Secretary to the Ministry of Transport, let the cat out of the bag when he addressed the Coated Macadam Industries Federation. He said that the Ministry were considering building toll roads.

The Government are under constant pressure to get a move on with bigger and better roads because of growing traffic congestion, and the huge increase in movement of materials by road. Any method which will reduce building costs, or provide a return for money expended, will commend itself.

If the principle were applied to motorways there would always be alternatives for operators who did not wish to pay tolls, in the shape of existing roads. At the moment, tolls enter the long-term

Government's policy not to restrict the freedom of choice between the different means of transport.

As for periodically pulling-in, this, he said, was to a large extent already accepted practice, and it was not a matter which could easily be dealt with by regulation.

From the Labour benches Mr. R. J. Mellish (Lab., Bermondsey) commented: "The time is fast approaching when, in spite of party political prejudice, you will be compelled to adopt such legislation."

### IDEAL SECURITY DEVICE

**A** DRAFT specification of the ideal device to immobilize a vehicle was submitted on Wednesday to the vehicles security committee of the Road Haulage Association. It will be the yardstick by which entries in the Association's competition for the best security device will be judged.

## A Licence Refused for Local Work

**B**ECAUSE the company's maintenance facilities were located in Scotland, J. and A. Smith, of Maddiston, Ltd., Maddiston, near Falkirk, sought an A licence for three local collection and delivery vehicles of 9½ tons, which they proposed to base at Wigan. Mr. J. A. Dunkerley, for Smith, told Mr. A. H. Jolliffe, North Western Deputy Licensing Authority, at Liverpool last week, that if a grant was made the vehicles would be taken to Scotland for overhauls and repairs about once a month.

A grant of a B licence would have been sufficient to cover the work of the vehicles, but the operators regarded it as essential that all maintenance be carried out in Scotland, said Mr. Dunkerley. Most of the fleet was based in Scotland, but the proposed new units would be based at Wigan and operate within a radius of 60 miles.

Recent figures showed that there had been a monthly average of 131 journeys down to Wigan and 142 up to Scotland, it was stated. Traffic was increasing and it was essential to have more vehicles for collection and delivery work. Customers complained of delays and Smith had made several unsuccessful attempts to hire. There would be no increase in long-distance work and when one of the Wigan units was in Scotland they would "borrow" a Scottish vehicle to do the collection and delivery work.

## B.R.S. Drivers and Mates Return

**A**BOUT 100 drivers and mates returned to work on Monday, following an unofficial strike, at the Ashburton Road depot of British Road Services, Trafford Park, Manchester.

The strike started four days earlier when the men stopped work in support of a driver who had lost his appeal against a week's suspension following a road accident. The driver, Harold Clifton, claimed that he saved the life of a child when he swerved and crashed into a building.

Mr. William MacVe, divisional manager of B.R.S., who heard the appeal, expressed the opinion that Clifton was travelling at an excessive speed. The child's life would not have been at stake if Clifton had been driving within the proper limit, he said.

### MASTIFF AT CHESHIRE SHOW

**A** NUMBER of Thörnycroft vehicles will be shown at the Cheshire Agriculture Show, which opens at Hooton next Tuesday, by Frodsham Motors, Ltd., Frodsham, Cheshire. One of the exhibits will be a Mastiff 130 b.h.p. tractor with fifth wheel and tipping gear by the British Trailer Co., Ltd. The vehicle will be fitted with a Boalloy body for transporting bulk grain. Discharge equipment for the three loading compartments was supplied by Messrs. F. E. Callow, Liverpool.

### PROFIT AND LOSS

Glacier Metal Co., Ltd., £159,795 net profit after £98,699 tax. Year's dividend 13 per cent.

Ribble Motor Services, Ltd., £362,862 group net profit after £294,706 tax. Year's dividends 10 per cent.

Southdown Motor Services, Ltd., £276,955 net profit after £174,110 tax. Year's dividends 8½ per cent.

Bristol Industries, Ltd., £14,102 group net profit for nine months to December 31 last after £42,912 tax and £86,175 depreciation. No ordinary dividend. (The Transport Development Group, Ltd., have acquired Bristol Industries.)

picture and there is unlikely to be a decision this summer.

There were questions in the House of Commons last week about the large amount of civil-engineering machinery that is lying idle. Contractors have calculated that they could undertake road work totalling £73m. a year more than they are doing at present.

Mr. A. Wedgwood Benn, the Opposition's spokesman on transport, says that half of the heavy roadbuilding equipment of the country is without work. So far Mr. Ernest Marples, Minister of Transport, has been unable to announce any new plans. He says that there are plenty of schemes in the pipeline. There is to be an adjournment debate about it.

Mr. Marples has been under more pressure to divert abnormal loads from the roads. Capt. R. A. Pilkington (Cons., Poole) asked him what steps he was taking to compel large bulk commodities to be conveyed by rail and not road whenever practicable, and ensure that slow-moving vehicles carrying big loads periodically pulled into lay-bys to let accumulated traffic behind get by.

The Minister's reply was that apart from certain controls on the movement of abnormal loads by road, it was the

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## Western Hauliers Alleged to Gain Licences More Easily than Welsh

**S**UGGESTIONS that Western Area operators were obtaining steel traffic from South Wales at the expense of Welsh hauliers, because it was more difficult to obtain additional vehicles from the South Wales Licensing Authority, were refuted, at Bristol on Monday, when J. Smith (Bicknor), Ltd., English Bicknor, Glos, applied to add three vehicles of 26 tons to their A licence.

Mr. T. D. Corpe, for the applicants, said that they were old-established hauliers with 18 vehicles on A and seven on B licence. They had applied because there were increasing demands to transport steel, Furnacite and building materials. Vehicles sought were an articulated unit, with alternative tipper and flat semi-trailers; a rigid tipper of 9 tons and a drop-sided vehicle of 8 tons.

Referring to the withdrawal of four South Wales objectors, Mr. Corpe mentioned a letter written to a trade journal by one of them, Mr. J. M. Watkins. The letter suggested that it was so difficult to get licences for additional vehicles in South Wales that hauliers from the Western Area were getting in.

To his own knowledge, continued Mr. Corpe, that was not correct. The South Wales Licensing Authority had granted a number of additional vehicles to carry steel and an application by British Road Services (10 vehicles), was to be heard in Cardiff on Wednesday. It was significant that objection had been withdrawn, he added.

Mr. S. W. Nelson, Western Licensing Authority, said that notice could not be taken of such an allegation. Each case would be dealt with on its own merit.

Mr. T. B. Hannon, accountant manager of Smith, said that the company's turnover for the year ended February, 1960, was £95,326. Hiring amounted to £8,636. Work for Richard Thomas and Baldwins, Ltd., had increased by £10,965 during the past year. Average earnings per vehicle had increased from £3,379 to £3,849 and gross earnings by £18,808. Hiring included every available tipper in the Forest of Dean area.

### Location of Base

The company's base was 59 miles from Bristol, 40 miles from the works of Richard Thomas and Baldwins and four miles from the boundary of the South Wales Traffic Area, Mr. Hannon told the Authority.

Mr. John Pallister, a director of Rose, Smith and Co. (Fuel), Ltd., London, said that his company were transporting increasing amounts of Furnacite from South Wales to coal merchants in London, Essex and Hampshire. The applicants were required to carry up to 10 loads a week.

Plant which had cost £60,000 had been installed in a new magnesium stone quarry in the Forest of Dean, said Mr. R. Simms, managing director of Stowfield Quarry, Ltd. Another £100,000 was to be spent on improvements.

For the British Transport Commission, who objected, Mr. R. A. Webb submitted

that although the railways were carrying increasing quantities of steel, there was no shortage of wagons. There was no reason why any steel should go by road, he said. Most of the applicants' traffic arose in South Wales and there were no witnesses as to need for steel.

Asked by Mr. Nelson if the B.T.C. were appealing against the recent grants of additional vehicles without customer evidence, in the South Wales and Western areas, Mr. Webb said he had no instructions on that point.

Granting the application, Mr. Nelson said that it was obvious that transport by road was more economic in some cases. The only effective objection had come from the railways, he said. Customers' needs were the prime consideration. The Bradbury appeal had determined that a Licensing Authority could deal with questions concerning another area, he concluded.

### INDEPENDENT GROUP

**T**HE Liverpool Cart and Motor Owners' Association was the only organization that could deal with haulage problems peculiar to Liverpool, said Mr. R. S. Harrison, immediate past president, last week. It was also the only group within the Road Haulage Association which retained its own identity and funds, he added.

**Bus Depot Plans:** Southend Transport Department is proceeding with plans for the early erection of a bus depot at London Road, Southend.

**Not to be Overlooked:** Spurling Motor Bodies, Ltd., The Hyde, London, N.W.9, should be added to the list of builders of 12-seat buses published in *The Commercial Motor* on May 20.

**New Users' Committee:** The Transport Users' Consultative Committee for East Anglia has been reappointed to serve until April 30, 1963. Three new members representing local authorities have been appointed.

**Uttar Pradesh Order:** An order for 133 Leyland Comet single-decker chassis has been placed with Ashok Leyland, Ltd., by Uttar Pradesh Roadways. This will bring the undertaking's Comet fleet to a total of 646.

**Crawley Bus Station:** A new bus station in Three Bridges Road, Crawley, was opened last week by London Transport. It houses inquiry offices for London Transport and Southdown Motor Services, Ltd., waiting and refreshment rooms and a staff canteen.

**Cars to the North:** The Anglo-Scottish Car Carrier, a new express train from London to Newcastle and Edinburgh, went into service on Tuesday. It will carry cars and passengers every weekday until October 1. Journey time will be eight hours to Edinburgh and five hours to Newcastle.

## Dangerous Lorry Case Dismissed

**S**UMMONSES alleging that a lorry had been used in a dangerous condition and had not been maintained were dismissed by Widnes, Lincs, magistrates, last week. They decided that there was no case to answer but declined to award costs against the police.

The charges against Leonard Pritchard, Central Avenue, Speke, Liverpool, lorry driver, and his employers, Fred. Prescott, Ltd., Mersey View Road, Halebank, followed an incident at Halebank when a front wheel came off the lorry.

P.C. Richardson said that he found two locking nuts on the axle had screwed off and the complete wheel assembly, including the brake drum, had come adrift. The threads on the axle were slightly worn, he said. A director of Prescott, when interviewed, denied that the vehicle had not been maintained regularly.

Mr. E. Somerset Jones, defending, said that the bearing was shattered into small fragments. He suggested that the collar shattered and the bearings jammed.

He would produce an expert witness to testify that the metal could become tired and shatter because of a possible fragment of carbon left in the processing of the metal, he added. P.C. Richardson agreed that this could happen.

### WORLD FAMOUS FOR QUALITY

**"B**BRITISH goods are famous all over the world for their quality and, in Britain itself, the men of the north are famous for their skills," said Mr. Philip A. Roth, a director of U.S. Industries, the American industrial concern, when he opened a new bay at Burtonwood Engineering Co., Ltd., Lincs, last week.

## Micrograms . . .

**New Branch:** A new branch office of Forward Trust, Ltd., has been opened at 87 Prince of Wales Road, Norwich.

**Telehoist Records:** Record orders for Telehoist tipping gear and bodies are reported by the directors of Wilmot Breeden (Holdings), Ltd.

**No More Wildcats:** A notice condemning unofficial strikes has been circulated by the Oxford district committee of the National Union of Vehicle Builders.

**Name Changed:** De-Corrosion Services (Norwest), Ltd., recently acquired by C. C. Wakefield and Co., Ltd., have changed their title to Metal Cleaning, Ltd.

**Basingstoke Depot:** A new bus depot, to be built for Wilts and Dorset Motor Services, Ltd., at Basingstoke, will replace existing offices, workshops and the terminal in Basing Street.

**Day Off For Jubilee:** Employees of Lake and Elliot, Ltd., Braintree, Essex, will be given a day's holiday with pay when the company celebrates its 50th year since incorporation on June 8.

**Land-Rovers Wanted:** Tenders for the supply of a number of Land-Rover fire appliances to brigades controlled by the Central Fire Area Joint Committee, County Offices, Viewforth, Stirling, are required by June 18. Details are obtainable from the Firemaster, Central Fire Brigade Headquarters, Meiklehill House, Kirkintilloch, Glasgow.



## "Ridiculous Proposition"—B.R.S. Advocate: Authority "Misled"

A RIDICULOUS heavy haulage proposition was how Mr. A. W. Balne described the operation of a low-loader trailer behind an 8-wheeled rigid vehicle, at Birmingham last week. He was representing B.R.S. (Pickfords), Ltd., who objected to an application by Wrekin Roadways, Ltd., Ketley, to Mr. W. P. James, West Midland Licensing Authority. Wrekin sought the transfer of tractor and trailer units from special-A to A licence.

For the applicants, Mr. J. R. C. Samuel Gibbon said that the case fell into three parts, only the first two of which were now the subject of objection. The first was for a light locomotive 21 ft. 3 in. long, 8 ft. 11 in. wide, and weighing 7 tons 16 cwt. 3 qr.; a low-loader trailer, 42 ft. 8 in. long, 9 ft. 6 in. wide, of 15½ tons unladen and an 8-wheeled flat trailer 20 ft. by 9 ft. 6 in., weighing 9½ tons. The normal user sought was "abnormal indivisible loads, Great Britain."

The second application concerned three articulated tractors, with alternative low-loader or flat trailers. The tractors weighed between four and five tons each, and two of them, when drawing low-loaders, could only operate under the "Special Types" Order.

Allegations were made by the objectors, who included Starr Roadways, Ltd., Wynn's Transport, Ltd., and Messrs. Red House Motor Services, that the Licensing Authority had been misled when the 8-wheeled rigid on special-A licence was substituted for a light locomotive in February, 1957. Mr. G. D. James, a director of Wrekin said that for four months it had been used in ballast to tow a low-loader.

This proved unsatisfactory and the vehicle, which weighed 7 tons 19 cwt. unladen, was replaced by a Scammell Mountaineer of 7 tons 13 cwt., which was described on the application form as being a modern vehicle more suitable for trailer work.

### Excess Tax Paid

Replying to Mr. Balne, he said that there had been no intention to mislead. Although the tractor was described as a platform vehicle, the maker's name was correctly shown. Excess tax at the goods vehicle rate had been paid since the changeover because he had not known until counsel was engaged for this application, that there was a rebate for a locomotive.

Questioned by Mr. N. Carless, for Starr Roadways and Red House Motor Services, concerning form ZF22A, filled in at the time of the substitution, Mr. James said that he did not know how the Scammell came to be described as having a platform length of 18 ft. 6 in., a width of 7 ft. and a carrying capacity of 15 tons. Mr. Carless pointed out that the maximum payload for an 8-wheeler drawing a normal trailer was about 24 tons. This was more than doubled after the substitution.

After studying the official records, the Authority said that the particular form, unlike others from the company, did not

bear its trading stamp. There was a serious doubt as to who had completed the form and it should go in favour of the applicant.

Mr. Balne submitted that at the time of the substitution everyone was misled because it appeared that the same work would be done as in the past. The introduction of a light locomotive, with a trailer capable of carrying 45-60-ton loads, had resulted in other heavy haulage operators losing business.

The Authority said that it should not be forgotten that they were dealing with vehicles and trailers which had been on special-A licence, under which there was no requirement concerning trailer weights. The important question was that they should be specified under public A licence at weights corresponding to the previous user.

The first application, which specified the light locomotive, one low-loading and one platform trailer, was granted, the second, with two articulated tractors, each with one low-loader and one flat trailer, and one articulated tractor with a low-loader trailer only, also succeeded. The third, for three vehicles totalling 14½ tons unladen, was granted as sought.

### FISH ADD TWO

ONE of the oldest road transport concerns in the West of England, J. Fish and Sons, Ltd., Pennywell Road, Bristol, successfully applied to Mr. S. W. Nelson, Western Licensing Authority, at Bristol last week, to add two articulated vehicles to their existing fleet.

Mr. Brian Howard Fish, managing director, said that since 1952 the fleet had been increased by five vehicles but turnover had risen by 102 per cent. They already had eight articulated vehicles but all were overworked, he said.

### MUNICIPAL OPPORTUNITIES

Greenwich Works Committee wish to obtain two Thames 7-cwt. vans.

Hampstead Works Committee recommend that four Dennis lorries be purchased.

Barrow-in-Furness Transport Department wish to borrow £52,708 to buy 10 buses.

Downham Urban District Council are to acquire a refuse collector from Messrs. J. Russell.

Grantham Corporation are recommended to buy a Commer lorry from the Champion Depot.

Middlesex Highways Committee wish to buy a sweeper from Johnston Bros. (Engineering), Ltd.

Stoke Newington Health Committee are advised to buy a Morris van from Stewart and Ardern, Ltd.

Burton-on-Trent Corporation seek tenders for the supply of a Morris JB van. An SD refuse collector is to be purchased.

Battersea Highway Committee recommend that a Thames 5-cwt. van be obtained from the Commercial Motor Garage and Repair Co., Ltd.

Hull Corporation are advised to buy one Morris and three Austin 5-cwt. vans, also four Morris-Appleyard ambulances from Kennings (Hull), Ltd.

## Take-over Will Not Affect Production

THE announcement last week that Jaguar Cars, Ltd., are to purchase the Daimler Co., Ltd., which includes Transport Vehicles (Daimler), Ltd., manufacturers of commercial passenger-vehicle chassis, was tempered by the statement that current production of buses and military vehicles will proceed without interruption.

The major attraction that the Daimler Co. holds for the purchasers is almost certainly their large factory. Extra manufacturing space is desperately needed by Jaguar, and it is common knowledge that Daimler have not been using all of their 1m. sq. ft. of covered floor space for some time.

There appears to be no reason for thinking that the production of Jaguar cars in the newly acquired factory should oust commercial vehicle manufacture. Indeed, control of Daimler by a company exclusively concerned with vehicle production may provide a valuable fillip for this side of their activities.

### MAJOR MOVE TO LANGLEY

MOST of the assembly work on commercial vehicles of the Ford Motor Co., Ltd., is to be transferred from Dagenham to Langley, Bucks. The new facilities are expected to be producing vans by mid-August and trucks by October. Many components for these vehicles will be produced at Langley, but major assemblies such as engines, gear-boxes and axles will be received from Dagenham.

The Ford company has operated a plant for engine reconditioning and parts machining at Langley since 1948. It has recently acquired an adjacent building of 300,000 sq. ft. and these premises are being modernized to accommodate the assembly of Thames 10-12- and 15-cwt. vans and vehicles in the Trader range.

### BODY PLANT AT LINWOOD

CABS for commercial vehicles will be among new products from the factory when the Pressed Steel Co., Ltd., extend their works at Linwood, Paisley. Bearing in mind the requirements of the British Motor Corporation factory at Bathgate, Pressed Steel have stated that Linwood is one of the logical centres for additional production in Scotland. An extension of 260,000 sq. ft. is planned, but the factory will remain as the railway wagon and rolling stock headquarters of Pressed Steel.

### ENGINEERING COURSE

CANDIDATES for the 1960-61 post-graduate course in automobile engineering at the Advanced School of Automobile Engineering, Cranfield, Bucks, should make application as soon as possible. The closing date is August 1. The standard of entry is that of a university graduate or the holder of a diploma in technology, but candidates with other qualifications will be considered. Applications should be addressed to the Warden, The College of Aeronautics, Cranfield, Bletchley, Bucks.



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# Hard Fight in Harris Lebus Application

## Bid by Furniture Group to Place Fleet Under A-Licence Meets Stiff Opposition

IF the Harris Lebus furniture group were allowed 126 vehicles on A licence, the return loads that the vehicles would bring to London would abstract outward traffic from other hauliers; and if their application were successful, the day of the professional haulier would be over.

Mr. T. D. Corpe made this submission, on behalf of 53 independent objectors, to Mr. D. I. R. Muir, Metropolitan Licensing Authority, in London last week, at the conclusion of a two-day hearing.

Harris Lebus, Ltd., London, N.17, applied through their transport subsidiary, Merchandise Transport, Ltd., Tottenham, for 48 vehicles on an A-hiring allowance, 78 more vehicles and seven semi-trailers on an existing A licence, 38 vehicles at present covered by the A licences of two subsidiary companies, C. E. Dormer (Leyton), Ltd., and C. E. Dormer (Islington), Ltd., and two B-licensed delivery and collection vehicles held by C. E. Dormer (Islington).

Introducing the application, Mr. C. R. Beddington said that from 1928-1949, Harris Lebus relied entirely on hired haulage. When nationalization came they were dissatisfied with the delivery of new furniture by the British Transport Commission, and made arrangements with private companies on a C-hiring allowance. The arrangement grew rapidly, and in 1949 they ordered their own fleet on C licence. The use of B.T.C. vehicles was almost entirely eliminated.

When transport was freed a separate road haulage company, Merchandise Transport, Ltd., was formed. They acquired 19 special-A vehicles from British Road Services which were later transferred to A licences. A further addition was made in 1957, when C. E. Dormer (Leyton) was acquired with 20 vehicles on A licence. In 1958, C. E. Dormer (Islington), with 18 vehicles on A and two on B licence, was acquired.

### 64 Luton Vans

Mr. Beddington went on to say that the 78-vehicles section of the application included 64 Luton vans and seven semi-trailers which were at present on C licence to Harris Lebus. A further seven Luton vans would have to be acquired. The application for 48 vehicles on an A-hiring allowance also concerned Luton vans and these were at present on a C-hiring allowance to Lebus. They would continue to be hired out, but to Merchandise Transport, instead of Harris Lebus.

It had been decided in the interests of economy that all transport matters should be transferred to Merchandise Transport, and all load-carrying vehicles should be put on A licence. The only difference would be that the vehicles could carry return loads.

Mr. Beddington asserted that return loads should not form any part of the inquiry, and quoted the Transport Tribunal ruling in the Cattell case. The public interest came first, he said; that of persons providing transport should come second. The entire fleet of Merchandise Transport was fully employed, he con-

tinued. Earnings for each vehicle averaged £4,596 per year.

Mr. E. C. Chidwick, secretary of Harris Lebus, stated that the company wanted one contractor to handle the transport of their furniture. They had no intention of changing the operation of their vehicles. Questioned by Mr. H. T. Lennard, for eight objectors, he denied that the application was an attempt to get into haulage to offset turnover losses caused by the current credit squeeze. The aim was to simplify organization and economize on overheads, he said.

### Outward Traffic

No more traffic could be carried by the vehicles, said Mr. F. E. Forest, a director of Merchandise Transport and the two Dormer companies, and transport manager of Harris Lebus. At present 61 per cent. of the traffic was for Harris Lebus, and 39 per cent., mostly return loads, for other people. About 4½ per cent. of the outward traffic was for other people.

He told Mr. Corpe that seven additional vehicles were required because of increased turnover and difficulty in subcontracting. The company had spent £40,000 on hired vehicles in 1958 and £100,000 in 1959.

Mr. D. L. McDonnell, for the B.T.C., asked Mr. Forest whether traffic would be taken away from the railways. He was told that if the application were granted, Merchandise Transport would tell customers only that they had more

lorries available. Asked by the Authority how he would ensure that only goods of Harris Lebus would be carried outwards, Mr. Forest said that he would give an undertaking on the subject.

Mr. G. J. Prescott, a director of Guest's Scottish Carriers, Ltd., H. H. V. Guest Road Services, Ltd. and Guest Carriers (Hackney), Ltd., said that he was concerned about return loads. If 126 Merchandise Transport vehicles were "let loose," a far greater number of his vehicles would come back empty, he said.

### Surplus of Vehicles

If the application were granted and there were a recession in the furniture industry, there would be a surplus of vehicles. Merchandise Transport could approach other manufacturers in London and take traffic from Guest's. In fact, he said, he knew of a manufacturer in London who had already been "canvassed" by Merchandise Transport, but this was strongly denied by the applicants.

Mr. J. F. Moody, a representative of British Railways, said that Harris Lebus used the railways for sending furniture to remote parts of the British Isles. He thought this traffic would be extremely vulnerable if a grant were made.

In his submission, Mr. Corpe observed that the vehicles under their existing C licences must be paying their way. Full loads on future return journeys would be "sheer profit," he said. If Merchandise Transport obtained their licences, what was to stop other companies in a similar position from applying for A licences?

Suppose the door were opened and licensed operators did not enjoy such a closed shop? Would that be a bad thing, and really contrary to public interest, asked Mr. Beddington. There might be greater competition and a different rates structure, he speculated.

Decision was reserved.

## Second Car Transporter Refused

AN application by an Aberdeen haulier for a second licence to transport new cars and tractors north from English factories was refused, last week, by Mr. A. Robertson, Scottish Deputy Licensing Authority. He was told that a grant would seriously jeopardize the London-Aberdeen steamship service. The application, by Mr. John K. Gordon, was supported by three motor agents from Aberdeen, Banff and Elgin.

Mr. Gordon said that railway facilities were unsuitable and that regular cargo steamers between London and Aberdeen operated only once a week. The motor agents said that, because of the sailing schedule, seven days sometimes elapsed before cars could be shipped to Aberdeen. They were anxious to improve deliveries to their customers. Road transport gave a door-to-door service which saved time and labour.

Mr. Frederick T. Farrant, manager and secretary of Aberdeen Steam Navigation Co., Ltd., said that 25-30 cars were taken north every week. They had been carrying cars ever since cars were made, and had never been asked to carry more cars than they could handle. The company also provided storage facilities at their premises.

A direct sailing of 36-hours' duration was offered and, if required, more than 30 cars could be carried each week. They were not exposed to the weather, continued Mr. Farrant. A car transporter, he said, could take 10 cars per week. A second, if allowed, could seriously jeopardize their well-established London-Aberdeen service.

Mr. George B. Strachan, for British Railways, said that they gave a cheaper, faster, and more reliable service than road transport.



## Racing Transporter for Scots Team

A TRANSPORTER capable of carrying three racing cars, spare parts and a full complement of mechanics has been presented to the Ecurie Ecosse motor-racing team by the Ecurie Ecosse Association. It is based on a Commer 7-ton extended chassis, and has Alexander bodywork incorporating many novel aids for the speedy handling and servicing of competition cars.

The vehicle has two decks. The lower deck has a crew compartment at the front, a large cabin for spares and equipment, and a 15-ft. space for a car. The upper deck can accommodate two cars, and light-alloy loading ramps are provided.

The chassis was supplied through James Ross and Sons (Motors), Ltd., and lengthened by John Gibson and Son, Ltd. A number of companies supplied parts for the vehicle free or at reduced prices.

Continental-type lighting fittings have been fixed on the transporter, the windscreen of which is raked forward to reduce glare when driving at night.

## Preparing for Polish Exhibition

PREPARATIONS are being made by Dansk Automobil Byggeri, the Danish concern associated with Leyland Motors, Ltd., for the Poznan International Fair to be held in Poland from June 12-26. A Leyland Super Hippo tractor, an Albion Reiver with refrigerated body, an Albion Victor coach and a Leyland Worldmaster chassis will be the major exhibits on the Leyland stand.

The Super Hippo is typical of many prime movers used to haul articulated outfits on the Continent. The Reiver has a body similar to those of 48 Leyland Comets now being operated by Centrala Przemysłu Mięsnego, Polish state meat organization. The Victor coach is to be operated by Orbis, the Polish state tourist organization, and is one of seven on order.

The Worldmaster chassis has fully automatic transmission and is 33 ft. 7 in. long. It is an LERT 1.1 model with a wheelbase of 18 ft., and its engine has an improved type of air intake.

## Rise in Charges in Northern Ireland

ROAD and rail rates and fares will undoubtedly be increased in Northern Ireland if wage increase offers from the Ulster Transport Authority are accepted by the trade unions. Acceptance of the increases will cost a total of £260,000 annually.

Of this amount £185,000 would be set against road transport workers. Drivers, conductors and maintenance men have been offered a weekly increase of 10s. 6d. from May 16, and a reduction in working hours from 44 to 42 weekly from August 8.

The U.T.A. has asked the union to recommend co-operation over the introduction of one-man operated buses, the drivers of which would receive 15 per cent. above the basic rate.

### B.I.C.E.R.A. PISTON

REFERRING to a statement made in "Towards Higher Pressures" (*The Commercial Motor*, May 6) a spokesman of the British Internal Combustion Engine Research Association, Slough, points out that use of their variable-ratio piston does not incur a reduction in maximum engine output.

Although automatic ratio control is accompanied by a slight increase in specific fuel consumption above the predetermined load at which control becomes effective, the piston provides a reduction in consumption below a selected minimum load. This results from the action of the piston in raising the compression ratio. It also gives easier starting.

### MAIDSTONE BY-PASS OPENED

A FIVE-MILE length of the Maidstone by-pass was opened on Wednesday in time for the Whitsun holiday traffic rush. When completed the motorway will have cost £2,300,000 for the seven-and-a-half miles. Until the western section of the road has been finished drivers travelling from London will reach the motorway by following A2011 through Aylesford.

On completion, they will leave the A20 at a new roundabout at Coldharbour Lane, near the British Legion Village, and join the motorway at a two-level junction which has been designed to fit in with the layout of the future Ditton By-pass. The A20 will be rejoined near Hollingbourne.

### "GO SLOW" ON NEW SURFACES

A "GO-SLOW" warning to drivers using newly tarred roads has been issued by the Royal Automobile Club. Reports of tar and stones being thrown up by vehicles travelling too fast over resurfaced roads have already been received.

The British Road Tar Association have pointed out that surface dressing is an economical method of preserving roads, and generally local authorities do their best to minimize the risk of flying chips by following recommendations of the Road Research Laboratory.

## New Transport Companies

**P. G. Wilson, Ltd.** Cap. £3,000. Dirs.: Mrs. J. Wilson, Orchard House, 89 Rochdale Road East, Heywood, Lancs. and J. Holden, 467 Bolton Road West, Holcombe Brook, Bury, Lancs. Sec.: J. Holden. Reg. office: 54 Rochdale Road, Heywood.

**Margaret Transport and Clearing House, Ltd.** Cap. £200. Dirs.: R. G. Jones, 213 Devons Road, London, E.3, H. Hapson, Toms Yard, Bow Common Lane, London, E.3. Sec.: M. C. Cairns. Reg. office: Toms Yard, Bow Common Lane, London, E.3.

**Trackpress Haulage, Ltd.** Cap. £100. Subs.: J. Herbert and T. A. Herbert, 156 Strand, London, W.C.2. Sec.: T. A. Herbert.

**G. H. and H. J. Hansford, Ltd.** Cap. £2,000. Dirs.: G. Hansford, Hillview, Didsbury Road, Canterbury Tyre, Brentwood, Essex, H. J. Hansford, 34 Melford Road, London, E.6. Sec.: M. Hansford. Reg. office: 34 Melford Road, London, E.6.

**J. H. Wallis, Ltd.** Cap. £1,000. Subs.: E. Callinan, 183 Reburn Avenue, Surbiton, A. Denby, 15 Northdene Gardens, London, N.15.

**Car Transporter Co. (Lancashire), Ltd.** Cap. £2,000. Subs.: F. Wheatcroft, 34 Leigate Road, Heaton Moor, Stockport, and F. Dawson, 33 Regent Street, Newton Heath, Manchester, 10. Sec.: E. Hewitt. Reg. office: 6 Brown Street, Manchester.

**Cross and Co. (Demolition and Haulage), Ltd.** Cap. £1,000. Dirs.: R. J. Cross, Mrs. B. M. Cross and D. G. Cross, 3 North Circular Road, London, E.4. Sec.: B. M. Cross. Reg. office: 3 North Circular Road, London, E.4.

**T. Cooper Transport, Ltd.** Cap. £100. Dirs.: T. W. Cooper, 68 Albany Road, London, S.E.8. Sec.: O. E. Cooper. Reg. office: 77 Portland Place, London, W.1.

**Baxter's Transport (Waltham Cross), Ltd.** Cap. £100. Dirs.: W. G. Baxter and Mrs. V. E. Baxter, 22 Eleanor Cross Road, Waltham Cross. Sec.: S. Hart. Reg. office: 22 Eleanor Cross Road, Waltham Cross.

**Crook Carter, Ltd.** Cap. £100. Dirs.: M. Lane and Mrs. E. Lane, 212 Corbets Tey Road, Upminster. Sec.: S. Hart. Reg. office: Pound House, Chobsey, near Reading.

**R. W. Tufts, Ltd.** Cap. £100. Subs.: M. M. Stringer, 13 The Towns, Carrow Hill, Norwich. Sec.: C. L. Smith, 58 Pelham Road, Norwich.

**Wigelsworth's Transport Co., Ltd.** Cap. £12,000. Dirs.: B. D. Wigelsworth and M. Wigelsworth, 71 Newland Drive, Sunthorpe, and C. L. Wood, 12 Eyreholme Crescent, Sunthorpe. Sec.: C. L. Wood. Reg. office: East Common Lane, Sunthorpe.

**George Westwood and Co., Ltd.** Cap. £1,000. Dirs.: G. Westwood, and Mrs. N. R. Westwood, High Ridge, Cartwood, Hale Barns, Altrincham, R. N. Fletcher, 14 Normanton Avenue, Salford. Sec.: N. R. Westwood. Reg. office: 7 Lime Bank Street, Ardwick, Manchester, 9.

**Haulage Contracts (Barking), Ltd.** Cap. £100. Dirs.: F. C. Edgcombe, 50 Bradford Drive,

Barking, and J. Walsh, 63 South Borough Road, London, E.9. Sec.: R. G. H. Savory. Reg. office: 138 Hatch Road, Pilgrims Hatch, Brentwood.

**T. Regan Meat Haulage (Liverpool), Ltd.** Cap. £1,000. Dirs.: T. W. Regan, 34 Tregunter Street, London, S.W.10. Sec.: L. A. W. Noble. Reg. office: 2 Doughty Street, London, W.C.1.

**C.K. Transport, Ltd.** Cap. £1,000. Dirs.: George Kell, and I. L. A. Coudridge, 10 Treherne Court, Tooting Bee Road, London, S.W.17. Sec.: I. L. A. Coudridge. Reg. office: 64 Station Road, West Croydon, Surrey.

**Broadway Transport and Storage Co. (Rotherhithe), Ltd.** Cap. £500. Dirs.: D. C. W. Sheath, 239 Belendon Road, London, S.E.15, and W. E. Graves, 1421A London Road, London, S.W.16. Sec.: D. E. G. Wing. Reg. office: 281 Rotherhithe New Road, London, S.E.16.

**J. Ritchie and Son, Ltd.** Cap. £100. Dirs.: Mrs. F. E. Ritchie, and M. R. Ritchie, Greenacre, Crays Road, Goring Heath, Oxon. Sec.: Jan de Jong. Reg. office: 48 Market Place, Reading.

**Andrews and Wheeler, Ltd.** Cap. £100. Dirs.: W. G. Wheeler, Southgate Garage, Llantrisant, and R. C. Andrews, 50 Dyfford Road, Ely, Cambridgeshire. Sec.: R. J. Mathias. Reg. office: 77 Taft Street, Pontypriid.

**Insulated Traffic, Ltd.** Cap. £750. Dirs.: J. L. Jennings, Grove Corner, Street End, Blandon, near Bristol; W. E. Wale, 161 Wellington Hill West, Westbury on Trym, Bristol; S. A. G. Russett, 580 Fishponds Road, Fishponds, Bristol. Sec.: W. E. Wale. Reg. office: 51 Old Market Street, Bristol, 2.

**Leabrook Fuel and Transport Co., Ltd.** Cap. £5,000. Dirs.: J. Holland, jr., and D. M. Holland, 104 Wood Lane, Pelsall, near Walsall. Sec.: D. M. Holland. Reg. office: 104 Wood Lane, Pelsall.

**D. and N. Morgan (Transport), Ltd.** Cap. £8,000. Dirs.: H. D. Morgan, 8 Coronation Drive, Lydham, Salop, and N. G. N. Morgan, Bromleys Mill, Churchstoke, Mont. Sec.: I. F. Coxall. Reg. office: Harp Yard, Church Street, Bishop's Castle, Salop.

**Newways Transport, Ltd.** Cap. £100. D. Whitehead, and I. E. A. Whitehead, 20 Hill Street, Newport, Mon. Sec.: D. Whitehead. Reg. office: 20 Hill Street, Newport.

**Senior Delivery Service, Ltd.** Cap. £1,000. Dirs.: P. Love-Jones, Mrs. L. Love-Jones, and J. Love-Jones, 51 Middle Drive, Rednal, near Birmingham.

**T. C. Tomlins, Ltd.** Cap. £25,000. Dirs.: T. O. Tomlins, and Mrs. E. M. Tomlins, Halfway House, near Shrewsbury. Sec.: E. M. Tomlins. Reg. office: Halfway House, near Shrewsbury.

**Poynters Transport (Cardiff), Ltd.** Cap. £2,000. Subs.: Mrs. V. Hartland, 34 Waterton Road, Caballa, Cardiff, Miss J. K. Peacock, 187 Court Road, Barry. Reg. office: Ferry Road, Cardiff.

**Hawthorne's Transport (Coventry), Ltd.** Cap. £1,000. Dirs.: F. K. Hawthorne and Mrs. J. B. Hawthorne, 213 Holyhead Road, Coventry. Sec.: J. B. Hawthorne. Reg. office: 12 Queens Road, Coventry.

## "Pirate" Fine

ALLEGED "pirate" Ian Logan, proprietor, with £3 3s. special costs last week, admitting his express car a p.s.v. licence. Mr. G. for the Ministry people entered wear factory off at different Dearham.

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## "Pirate" Operator Pays Fines at Maryport

**A**LLEGED to have operated a "pirate" bus service with a minibus, Ian Logan, Church Street, Maryport, taxi proprietor, was fined a total of £6 6s., with £3 3s. advocate's costs and £1 11s. special costs, by Maryport magistrates last week. He pleaded guilty to permitting his vehicle to be used as an express carriage when he did not hold a p.s.v. licence or a road service licence.

Mr. G. N. Worthington, prosecuting for the Ministry of Transport, said that a Ministry examiner saw ten or more people enter the vehicle at a local footwear factory. Passengers were dropped off at different places on the route to Dearham. Later, when the examiner

### NO LIABILITY ON RATES

*"WE have no regard for the argument that fares should be the liability of the rates—it does not hold water."*

Mr. C. R. Hodgson, chairman, East Midland Traffic Commissioners, said this, at Derby last week, when Derby Transport Department were granted general fares increases of up to 1d. on nearly all their bus fares.

Told that the recent wage award would cost the department £50,000 a year Mr. Hodgson commented: "The money has to come from somewhere."

stopped the vehicle, the driver, named Harrison, failed to produce a work ticket.

A passenger said that she paid sixpence per journey, or 2s. 6d. a week, to a Mr. H. Hodgson. Mr. Hodgson told the examiner that he hired the vehicle and collected 2s. 6d. per passenger for five days' travel. Logan told the examiner later that he received £1 7s. 6d. a week from Hodgson for the hire of the bus.

The examiner stated that he had previously explained to Logan that he could only do contract work. Logan said, "I thought it was legal."

Mr. Worthington said that if Logan was going to operate at an uneconomic rate the legitimate bus services would lose. People must be stopped from operating "pirate" services, he added.

### NEW COACHES FOR WESTERN S.M.T.

**A** NEW fleet of fast coaches is being placed on regular express services between Glasgow and London by the Western S.M.T. Co., Ltd., Kilmarnock. It comprises 20 Leyland Leopards with Alexander 30-seat luxury bodies. A special heating system, designed by Mr. R. H. Dawson, chief engineer of Scottish Omnibuses, Ltd., has been installed in the vehicles.

There is a toilet in each coach, and a constant hot-water supply from a roof tank fitted with an immersion heater. The vehicles are capable of 50-54 m.p.h., and have powerful air brakes.

## Fire Appliance With Gas Turbine

**T**HE world's first gas turbine-powered fire truck has recently been built by the American LaFrance Corporation, Elmira, New York, for the fire departments of Seattle and San Francisco.

Powered by a 325 h.p. gas turbine, made by the industrial products division of the Boeing Airplane Co., Seattle, Washington, the vehicle has a gross weight of just over 14½ tons. The appliance was formerly powered by a reciprocating engine weighing about 1½ tons, but the Boeing unit weighs less than 3 cwt.—about one per cent of the weight of the vehicle. It is claimed that the truck can accelerate from zero to 55 m.p.h. in 34 seconds.

Seattle and San Francisco are cities with many hills and the new appliance will be tested on some of the steepest gradients in each city. The turbine requires no warm-up before starting on a fire call and uses a conventional transmission. Low maintenance cost is another advantage for it is claimed that the engine can be taken down and reassembled in a single day.

### INCREASE TO MEET EXTRA £65,000

**T**HE recent wages and conditions awards to provincial bus employees, will cost Cumberland Motor Services, Ltd., about £65,000 a year. Most of this amount will have to be met by increased fares, states the company, who have applied to the Traffic Commissioners for an increase on most fares.

Their proposals cover all fares and 10- and 12-journey tickets with the exception of local town service fares in Workington and Whitehaven which will be unaffected.

### BUSES TAKE OVER

**C**ONNECTING services from Inverness station to centres where passenger trains have been withdrawn will be provided by Highland Omnibuses, Ltd., when railway reorganization plans become operative on June 13.

Under this scheme railway passenger services will be withdrawn from 20 stations on the main line from Inverness to Wick. The Dornoch branch and the Fortrose freight branch will be closed.

### MORE PAY FOR ENGINEERS?

**A** NEW claim for a 20-per-cent. pay increase for engineering workers was "virtually certain," said Mr. D. McGarvey, president of the United Society of Boilermakers, at Ayr last week. He said that productivity had risen but many employers had not passed on the benefits to customers in the form of lower prices.

### ANOTHER NEW SCALE

**A** NEW scale of bus fares was recommended by Halifax Transport Committee, last week, following the reference back by the council, some weeks ago, of another proposed scale. Increases under the new scale are expected to bring in an additional £34,000 revenue—£5,000 less than the original proposals.

## Municipal Transport Next Week

**O**UR next issue will be greatly enlarged and will deal comprehensively with specialized municipal transport. Special articles will cover:—

(1) Lessons to be learned by British municipalities from foreign countries.

(2) Desirable features in municipal vehicles.

(3) The growing tendency of Coventry City Council to operate bulk refuse vehicles, partly to counteract the shortage of labour.

(4) Problems caused in public cleansing by traffic congestion, the increasing height of buildings and other contemporary social trends.

(5) The possibility of electric vehicles staging a come-back in public cleansing.

(6) A road test of the Standard Atlas-Lomas ambulance conversion.

(7) Current trends in ambulance design.

(8) The design of mobile libraries.

(9) Vehicle exhibits at the Public Cleansing Conference.

Because of the Whitsun holidays, the issue will be published on Saturday, June 11, instead of Friday, June 10.

## All-round Rise at Coventry

**R**EVENUE, passengers and mileage had all increased during a satisfactory trading year which ended on March 31, said Cllr. W. Spencer, chairman, Coventry Transport Committee, last week. A trading profit of £152,267, subject to debt charges and renewal contributions, left a net £56,218 available for appropriation, he added.

Expansion of services was mainly responsible for a revenue increase of £53,315 over the previous year but, Cllr. Spencer pointed out, the recent wage awards would add some £95,000 to the department's annual wage bill.

The committee would have to consider other ways of increasing income to avoid a deficit next year. Consideration would be given to abolition of cheap morning fares and an all-round increase in fares, he stated.

### RECORD BUS TRAFFIC

**D**ESPITE growing competition from private cars, Lisbon Electric Tramways, Ltd., last year carried over 7m. passengers more than in 1958, with a record of 381m. The buses carried more than 100m. people for the first time. The growth in tram traffic has been arrested. Since January the company have ordered 20 more front-entrance double-deckers with driver-operated doors.

Lisbon Electric Tramways made a profit last year of £46,806. A dividend of 6 per cent., tax free, is being paid on the ordinary shares.

# Progressive Ideas Keep



*From Local Cartage, a Family Business Has Built up Connections In Europe, Canada and the United States*



(Above) Liverpool pier head makes an impressive background for this Leyland with its Dyson trailer. Bodywork for van and trailer was made to the design of Mr. John Leslie Mason (right) by Marsdens (Coachbuilders), Ltd., Warrington.

**F**ROM local cartage to removals on a national (or even global) basis—that, in a nutshell, is the 76-year story of the family business of John Mason (Wavertree), Ltd. Certainly John Mason's spirit of enterprise led him to advertise that he would carry anything anywhere—although his carefully picked horses went no more than 50 miles afield.

At that time, of course, long-distance work called for liaison with the railways. But now, in addition to a nation-wide road service, connections have been built up with operators on the Continent, in Canada and in America. The company are members of the Federation of International Furniture Removers, the National Furniture Warehousemen's Association of America, and the Canadian Warehousemen's Association.

In 1884 Mrs. Mary Mason was running a coal merchant's business which also involved a certain amount of local cartage. Her son John assisted in this enterprise and at the age of 17 took over the entire responsibility.

Business grew, so that its headquarters, the Mason family home at 85 High Street, Wavertree, had to be supplemented by a warehouse nearby. Towards the end of World War I the offices were removed to 127 High Street, Wavertree, and larger stables and parking accommodation were acquired.

No. 127 is still the company's head office, but in April, 1959, a specially built warehouse added 100,000 cu. ft. to the storage capacity, which ensures

the greatest possible safety for customers' property.

The increasing reliability of the commercial motor vehicle led to the purchase, in 1921, of a solid-tyred chain-drive Albion which immediately increased the normal radius of operation. Further motor vehicles quickly followed.

During World War I, Mr. John Mason, Snr., encouraged his elder son to take an interest in the business and in the early 1920s Mr. John Leslie Mason had a considerable hand in the programme of development.

In 1938 another son, Mr. Stanley Mason, entered the business but was soon to leave for service in the Merchant Navy.

By 1939 horses had entirely given way to a fleet of furniture vans, plat-

form vehicles and containers. As war threatened, extra warehouses were acquired beyond the city boundary for storage purposes even as far distant as Penmaenmawr. Subsequently schools, offices and other organizations were assisted with their evacuation programmes. Later the fleet not only carried war materials during the day but undertook transport duties at night in connection with civil defence.

In 1948 came the establishment of John Mason (Wavertree), Ltd., with Mr. John Mason, his wife, and their two sons, as the first directors.

When new vehicles became available the fleet was gradually modernized. The concern remain loyal to Albions, three of which are at present in use; there are also three Leylands and four Bedfords. With the exception of one



Mason's vehicles are engaged on regular two-way traffic on the Preston-Larne ferry service. This Bedford tractor is collecting a semi-trailer at Preston Dock.

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# Keep Furniture Moving

By Ashley Taylor,  
A.M.I.R.T.E.

platform Bedford, all are vans of between 1,200 and 1,700 cu. ft.

Four-wheeled van trailers are towed by the three Leylands, and one of the Albions, while among the Bedfords are two articulated vans employed especially in connection with the Northern Ireland ferry service. Over a number of years the Mason business worked in close co-operation with



(Above) Furnishings for the new Corn Exchange building in Liverpool are unloaded from a Leyland Comet-based pantechnicon. (Left) Mr. Stanley Mason, who entered the family business in 1938.

B. Dudley and Sons, Ltd., a Bebington removal company, and the latter organization was taken over in 1959.

Two of the prime movers already mentioned are allocated to Bebington. The remainder of the fleet is controlled from Wavertree.

Masons were early users of the Preston-Larne vehicle ferry service. A regular two-way business is carried on, and the Mason vehicles at some periods pass through Preston docks at daily intervals.

A regular service to London and the south coast, operated jointly with F. L. Pettman, Ltd., is a special feature—that company providing depot facilities in London. By association with other south of England operators it is possible to offer distribution of small consignments in the Midlands, the south, south-west, south-east, parts of Wales, Lancashire and Yorkshire. Large loads are naturally carried throughout to their destination by Mason's own vehicles.

Recently, the company has concentrated on developing American and Canadian trade. Household effects received at the ports are lifted from the transatlantic ships and distri-

buted to their destinations. Furniture and other property are sent from this country all over the world and at the time of my visit one load, comprising a houseful of furniture, was on its way to the Belgian Congo.

## New Feature

A recently introduced feature is the establishment at Wavertree of a receiving depot for manufactured furniture brought in by the makers from High Wycombe, and other centres, for dispatch to their customers. Trade removers also are able to deliver to Wavertree for transport to Northern Ireland. Such items as washing machines, television sets and refrigerators, are brought into the depot for carriage in bulk to Ulster and for this purpose a number of the vans has been fitted for double-deck loading which, incidentally, provides safer transit.

All bodywork is designed by Mr. Leslie Mason and specially built by outside coachbuilders. In order to protect household effects and furniture trade goods from damage during transit, Masons hold stocks of ready-made covers with which to enclose

television sets, refrigerators, washing machines, suites, mattresses and similar articles. Domestic customers are supplied in advance with portable wardrobes in which to pack clothes and personal possessions, and hampers are supplied for the carriage of linen.

The company has built up a staff of wide experience and one member has now exceeded 28 years' service. The management have always allowed each driver his individual vehicle and have tried to avoid any necessity for overnight driving—the day's duties customarily finish between 7 and 8 p.m. Those out on the road telephone head office each day to report progress and obtain instructions.

## Switching Over

Only four of the Mason fleet are petrol-engined and the policy of switching over to oil engines is to continue. The mechanical staff at Wavertree carry out inspections each Sunday, and every vehicle has, at least, a weekly check-over. Servicing is performed on a mileage basis and major overhauls are sent to the vehicle manufacturers or to outside specialists. This preventive maintenance system has shown good results over the years and a Leyland Comet, purchased in 1949, gave 250,000 miles before requiring its first overhaul, since when it has continued to run without trouble.





(Above) B.M.M.O. buses in Banbury. The company have 819 double-deck and 873 single-deck buses, and 181 coaches.

**A** RIGID system of preventive maintenance of major components, based on time and mileage intervals, was discontinued by the Birmingham and Midland Motor Omnibus Co., Ltd., in August, 1958, and was replaced by a flexible system by which parts are overhauled or renewed according to need. This has been outstandingly successful in terms of improving the efficiency of fleet operation as well as reducing maintenance costs, as Mr. E. C. Tuff, chief engineer of the company, demonstrated to me.

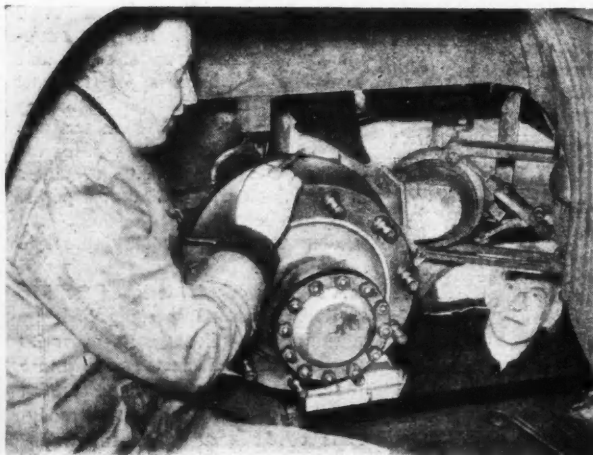
Successful application of the system depends on regularly assessing the operational economy of every vehicle with due regard to service conditions, fluctuations in loading, route characteristics and so on. A master consumption chart has been produced, which includes records of practically all the variables that can affect the consumption of oil fuel or lubricant. These variables comprise ambient temperature and barometric pressure, specific gravity of the

fuel, total number of passengers carried, receipts in pence per bus-mile and the average number of passengers loaded per mile. Although the factors concerning passenger loading are closely interrelated, individual variations are not necessarily reflected in corresponding changes in the others.

In addition, records are kept of the total mileages covered separately by single-deckers and double-deckers on stage-carriage work, of vehicles on express services, and of the coaches engaged in excursions and tours.

Consumption figures for fuel and lubricants are compiled for individual vehicles. Consumptions of different types of vehicle are analysed and the fuel rates of stage vehicles and coaches in four maintenance areas are compared. By a careful study of these figures, any discrepancy is revealed which cannot be explained by obvious variations of service, and this gives an indication of vehicle condition. Obscure but important variables are thus not overlooked and the summary is a key factor in tracing vehicle defects without resorting to preventive maintenance.

(Left) Recently acquired, this electronic computer is working on vehicle and mileage statistics.



# MANTE THE

A. C. Brock

# MAINTENANCE "As Required"

## THE BEST

**A. C. Brockington, A.M.I.Mech.E.**

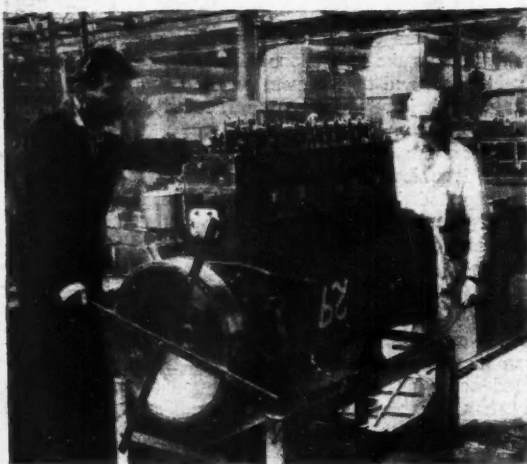
*The Midland "Red" Fleet Has a Flexible System of Maintenance According to Need: Successful in Terms of Cost and Efficiency it has Operated for Nearly Two Years*

(Left) Mr. E. C. Tuff, chief engineer of the Birmingham and Midland Motor Omnibus Co., Ltd. (Below) Power units are replaced only when service life reaches 192,000 miles unless a serious fault develops. Then a reconditioned engine is fitted.

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Records of the increases in average mileage between breakdowns indicate the credit due to higher quality of materials and more recently to the advantages of the new maintenance scheme. Between 1954 and 1956 the mileage between breakdowns was doubled, and since 1956 a further increase of 60 per cent. has been achieved. From 1954 to 1956 an average mileage of 93,000 was obtained, and the current figure is 138,000.

A routine inspection is made of each vehicle every 14 days, and consumption rates are checked against records on the master chart. The engineering superintendent has full authority to arrange at any time for the replacement of an engine or major component. In the normal routine inspection, however, his main responsibility is to ensure that checks cover all essential parts.

### No Major Replacements

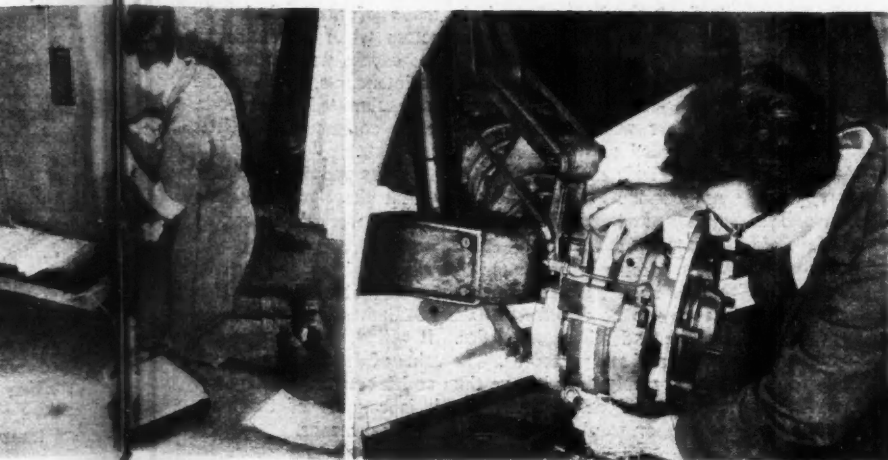
Regular servicing includes an engine-oil change at 8,000 miles and changes of transmission lubricant at mileage intervals of 16,000 to 48,000, according to the vehicle. An A dock at 16,000 miles, a B dock at 48,000 miles and a C dock at 96,000 miles cover detailed investigation of wear in all chassis parts, which are replaced as required. Apart from the renewal of brake linings or pads, on average after 55,000 miles, a vehicle may run without major replacements up to the major overhaul, or D dock, at 192,000 miles. This mileage coincides with the need to repaint and repair the body at two-year intervals.

During a D dock, major units are not changed if their service mileage is less than the normal life between replacements. Thus maximum mileage is obtained from every unit. Engines and other units changed prematurely are overhauled according to their condition.

Apart from rectifying a known defect, top overhauls are carried out at 24,000-mile intervals. Past experience has shown that to top-overhaul an engine at a lesser mileage often results in loss of power and in higher fuel consumption.

Injectors and fuel pumps are replaced at 48,000 miles, unless an earlier change is necessary because of black smoke or poor fuel consumption. Injectors and fuel pumps, together with the fuel filters, which are of the throw-away paper type, are changed.

All power units and major assemblies are returned to the central workshops if a serious fault develops, and the



Three stages of maintenance, where a saving of time and labour has been achieved. (Left) Some 334 vehicles in the fleet are equipped with toggle-link suspension at the rear similar to this. Many of them have covered 300,000 miles without a sign of wear. (Centre) The use of plastics for external curved panels is an important maintenance economy, for repairs can be carried out quickly and easily without the employment of a panel beater. (Right) Disc brakes as seen here require far less attention and have a comparable life to drum brakes, say the company. Here the pads are being replaced, a job which takes less than two hours to complete, both front and rear.

component is replaced by a reconditioned unit. By eliminating major overhaul work in the garages and applying the same inspection routine to every unit, minor faults in design are revealed with the minimum time-lag.

In addition to the improvement in materials, advances in the use of heavy-duty oils have contributed to increased mileages between major engine overhauls. Some credit must also be given to the use of Glacier centrifugal oil filters.

The figure of 8,000 miles between oil changes was the outcome of studying the variations in oil condition according to mileage increases. Additives were subjected to laboratory testing. Various heavy-duty lubricants are used, but Rotella T oil is employed in the C.M.5 coaches operating the M1 service.

### No Loading Failure

Of the 1,877 vehicles in the Midland "Red" fleet, some 334 are equipped with Metalastik toggle-link suspension at the rear and Metalastik independent front suspension units based on rubber springs. Millions of miles have been operated by these vehicles, and there has been no case of loading failure. In the majority of cases the favourable condition of the units has enabled them to be returned to service at the D dock stage without replacement of the rubber components. Many of the vehicles equipped with this suspension system have covered a mileage of 300,000, and in most cases the units show no sign of deterioration. In contrast the mileage of a conventional leaf spring is around 140,000.

Whether or not independent front wheel suspension increases the rate of tyre wear is of major importance to many potential users of the system. Midland "Red" technicians, basing their opinion on a wider practical experience of this type of springing than any other operator of heavy vehicles, believe that wear rate is comparable to the average wear of tyres when beam-axle suspension systems are employed. This view does not make allowances for the higher cornering speeds permitted by independent suspension. The mileages quoted in the tyre companies' contracts are not reduced if the vehicle is equipped with this form of suspension.

### Advanced Development

The use of disc brakes by Midland "Red" over a number of years represents another example of advanced development which is of importance to the vehicle industry. Operationally, discs have the outstanding merit that they give fade-free braking under all conditions, whilst the chief maintenance advantage is the ease with which they can be replaced.

To change the pads of front and rear disc brakes occupies 1½ man-hours, whilst to reline drum brakes occupies eight man-hours. The mileage life between replacements is comparable with that of drum linings and the pads require no intermediate adjustment.

Another important maintenance economy is represented by the use of plastics for the external curved panels of all production bodies. Cheaper to produce than comparable aluminium panels, plastics components which have been damaged can be easily repaired at the garage with the aid of standard kits. To engage a panel beater would be grossly uneconomic, as he would normally be under-employed, and the time required for preparing a beaten panel for painting would add to the cost. In contrast, a repaired plastics panel can be scuffed off in the matter of a few minutes.

The use of colour-impregnated plastics panels and fittings also represents a saving in average maintenance costs.

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Contrary to the forecast of some critics of integral construction, the type employed by Midland "Red" has fully proved itself, in terms of reducing overall maintenance costs.

Whilst the organization of major vehicle overhauls and of power-unit reconditioning at the central workshops has not been basically changed over the past 10 years, new methods have been introduced which accelerate maintenance work and increase efficiency. Of the eight pits in the sunken workshop, one is used for repairing damaged vehicles, one for electrical work and the rest are used for D docks.

The labour force is divided into two groups, each of which works on three buses. All the personnel are specialists in one type of job, with a sound knowledge of the other men's work, and this gives flexibility without impairing the value of specialization.

Good staff and labour relations are regarded by Mr. Tuff as an essential element of an efficient maintenance system as they foster "enthusiasm for the job and an appreciation of the other man's job."

### Refresher Course

All engineering superintendents are given a refresher course, which includes a period at the central works and in all branches of the engineering departments, to gain up-to-date information on the latest practices and on the general administration of each department. In the first series of courses the engineering superintendents spend a few days in the traffic, the staff and the accountant's departments. At the end of the period they are encouraged to criticize, or make suggestions about, any section which they had visited, and to comment on the value of the scheme itself. This is regarded as a particularly valuable feature of the courses.

Drivers are encouraged to develop their "fault-awareness" faculties, and at the end of every shift any defect, or suspected defect is reported on a "signing off" form. This is checked by the engineering superintendent, and the necessary action is taken.

Good maintenance is further enhanced by the work of the engineering inspectors, who make spot checks of vehicle performance in service. Special attention is paid to the emission of black smoke and any other fault that can increase fuel consumption. A report is made on road conditions generally, including hazards caused by overhanging trees, and driving methods are also observed, particularly in the case of new drivers.

### Close Liaison

Spot checks are regularly made of mechanical components by rolling-stock inspectors when a routine pit inspection is carried out. These checks were introduced to assist garage engineering superintendents, to whom the rolling-stock inspectors' reports are submitted. The reports, together with the superintendent's comments, are later forwarded to the chief engineer.

Mr. Tuff emphasizes that spot checks and double checks are conducted in such a way that they promote close liaison, and provide opportunities for free discussions on current problems, at all levels.

An electronic computer has recently been acquired by the company, and although the potential of this machine has yet to be exploited to the full, it has been applied to vehicle and mileage statistics. It will shortly be used for wages and stores records. The value of the machine is such that not only does it save time and labour in working out complicated calculations, but it is capable of far more work than would be possible by normal means.

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## Political Commentary

By JANUS

## NEVER AGAIN

THE chances that the Channel Tunnel will ever be built are very slender, in spite of the opinions of the eminent members of the Anglo-French group who have made a survey of the subject, and in spite of the plans to keep the public supplied with information. This may not be the fault of the propaganda or the survey. It just happens that the survey as published includes proposals, such as railway development and financial guarantees by the Government, that can hardly at the present time commend themselves to public opinion. There is bound to be opposition to the idea that yet more money should be pledged for the construction of yet another railway. Too much has already been staked on the expectation, later to be proved grossly optimistic, that a substantial investment in rail transport will inevitably provide a proper financial return with interest.

The study group have at least considered all the possibilities: a road tunnel, a rail tunnel, a road-rail tunnel, a tube on the sea-bed, and a bridge. They have reached the conclusion that the only way, or at any rate the most likely way, of making the scheme a financial success would be to have a tunnel for rail only. There would be facilities for transporting cars, coaches and lorries, but they would not be able to use the tunnel themselves. The project would cost about £110m., and the net receipts are "estimated" at £13m. in 1965, by which time the tunnel would be ready for use if an immediate start were made, and £21m. in 1980.

Calculations of this kind are inevitably reminiscent of the two reports on modernization already submitted to the Minister of Transport by the British Transport Commission, and perhaps shortly to be followed by a third. A few years ago, Parliament accepted almost with complacency that the losses already incurred by the railways, plus the cost of modernization and of interest payments, would all be recouped within a short time once the advantages of modernization began to make themselves apparent. Never glad confident morning again! Already there is disillusion. Not many people now believe that the railways will ever pay their way, and the Chancellor of the Exchequer has quietly shifted on to the shoulders of the taxpayer the burden of the railway deficits.

## Cannot Alter Character

What the earlier over-optimistic forecasts ignored was the economic progress and the changes in the way of living that were bound to continue whatever the Commission might do. Improvements in rolling-stock, equipment and service cannot alter the fundamental structure and character of the railways. They tie traffic too closely to an outworn pattern. The public have grown away from the railways, which will never regain their former supremacy because what they have to offer no longer coincides with public demand.

Much the same fate would attend the tunnel. It was a good idea nearly 100 years ago, when two promoting companies were set up, one British and one French. It was still plausible 30 years ago, when it was the subject of a vote in the House of Commons and was rejected by only 179 votes to 172. The present prospects have been brightened for a short time by the work of the study group, but they scarcely hold out real hope for the future.

According to the report of the group, there would be 3,180,000 passengers and 1,230,000 tons of goods passing through the tunnel in 1965. By 1980, the volume would have risen to 4,831,000 passengers and 1,587,000 tons of

goods. Not all the calculations are available on which these figures are based, but it is not unlikely that the group have failed to take into account trends only now beginning to show themselves.

Some time has been needed to put beyond doubt the success of the ferry service for vehicles and trailers between Tilbury and Antwerp, and more recently between Tilbury and Rotterdam. There have been many difficulties, involving the type of vehicle and of trailer, the correct trailer coupling, restriction on entry into Continental countries, customs and language barriers, return loads, negotiations with Continental operators, and so on. One by one the difficulties have been overcome. In spite of one or two false starts, the roll-on-roll-off technique has come to stay, and it will spread.

For some long time to come, the speed of the cross-Channel journey by sea will not match the average speeds of 65 to 70 m.p.h. forecast for passenger trains in the tunnel, but startling improvements in the performance of ships may not be far away, even if some inventions, such as the Hovercraft, have only limited possibilities, especially in rough water.

## Traffic Into France

The freedom of the seas is an important consideration.

If trade increased sufficiently, there are several ports in Britain and even more on the Continent between which services could be run. The cost of providing the vessels would bear no comparison with the cost of the tunnel. Once this was built across the Straits of Dover, it would provide an excellent route for traffic into France and perhaps the other members of the Common Market. It might be less useful for traffic consigned to other European countries.

A ferry service to France that was opened some little time ago failed to attract custom and was discontinued. One reason was the tax levied on goods reaching France. An amicable agreement on this kind of problem would have to be reached if there were a tunnel, but the possibility of disagreement cannot be ignored. Users of the tunnel from the British side would be entirely dependent upon French goodwill, whatever the ultimate destination. At present the great motor roads of the Continent do not go through France, a fact that may be another disadvantage to tunnel users.

As was to be expected, the study group concentrated on the problems and possibilities arising from the tunnel itself. They had little to say about the approaches to the tunnel. According to the report, it would have a capacity of at least 1,800 vehicles and perhaps 4,200 passengers per hour in each direction. Nothing is said about the road and rail capacity that would be needed to bring all these vehicles and people to the tunnel and take them away again. It is assumed in the report that, once they had a tunnel provided for them, the railways would give up their shipping services, at any rate on the short sea routes. There would at times be very heavy concentrations of traffic on the Dover road.

The drawback of the railways is that, while they may provide an excellent service between two points, these may in due course turn out not to be the points between which a service is needed. Similar disadvantages may arise from the Channel Tunnel. The pattern of European trade is not yet determined. It may depend on many factors, including the future relationship between the Six and the Seven. In the meantime, British carriers will naturally wish to keep as many routes open to the Continent as possible.





Jet Petroleum, although having hit the headlines by supplying petrol for retail sale at low price, are a well-established concern with a number of bulk-supply contracts. One of the company's A.E.C. tankers is seen here at Rotherham with a load of fuel for buses.

By  
**Ashley Taylor,**  
A.M.I.R.T.E.

## Intensive Working to Meet Demands

**D**URING the time that has elapsed since details of the new low-price branded petrols were first published in *The Commercial Motor* dated May 20, many people have asked me: "Who are Jet Petroleum, Ltd.?" They obviously assumed that this organization had only just come into being.

But quite a number of industrial oil-fuel users and corporation transport undertakings could easily have told them, for Jet distributors have been supplying fuel for road vehicles and industrial purposes for some seven years. The company first put their own transport on the road on November 14, 1953, and now have a fleet of 46 commercial vehicles, mainly tankers, in addition to staff cars.

From these facts it will be seen that although Jet petrol is a new enterprise, the company have, for a considerable period, been distributing on a substantial scale. The scope of the business is emphasized by the size of the fleet and its employment factor. The average annual mileage of each of the tankers is approximately 50,000.

All vehicles run double shifts throughout the year,

### *How the Operations of a Bulk Fuel-supply Company are Planned to Achieve Maximum Efficiency*

and during the winter months are operated as near as possible to seven days a week, 24 hours a day. With the intense demand for Jet petroleum, the fleet is being increased in size, but unremitting planning continues to be necessary in order to meet the demands of the customers.

Jet Petroleum are located at Keadby, near Scunthorpe, Lincolnshire, and at Felixstowe, Suffolk, there being 39 commercial vehicles stationed in the north-eastern area and seven in East

Anglia, in addition to management and representatives' cars in each case.

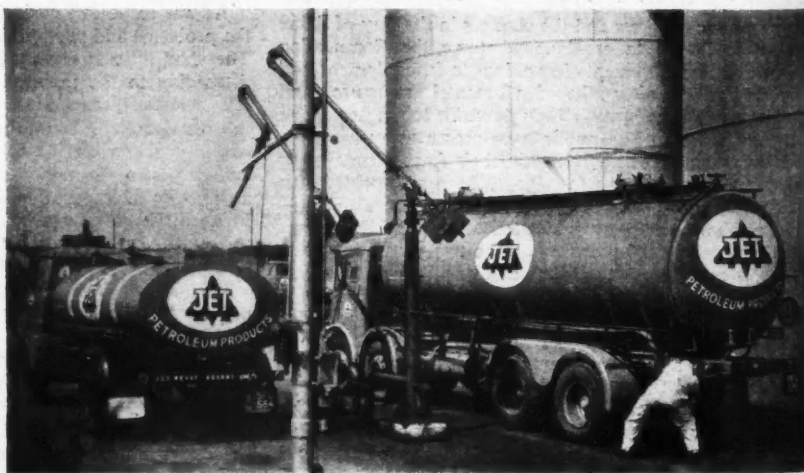
The mainstay of the Keadby fleet are the A.E.C. tankers. There are a dozen Mercury models, of 2,700-gal. capacity, seven Mammoth Major insulated fuel-oil vehicles of 3,600-gal. capacity and eight A.E.C. eight-wheelers, five with 4,000-gal. tanks and three of 3,600 gal.

The eight further tankers include seven of Bedford, B.M.C. and Commer manufacture with capacities varying from 1,500-gal. to 2,700-gal. The fleet is completed by a B.M.C. 7-ton lorry, two Morris vans, and a Morris Minor staff bus. The Felixstowe fleet includes a Morris van, the remainder being tankers, which again include A.E.C. eight-wheelers with 4,000-gal. and 3,000-gal. tanks.

Most tanks are of mild steel, and of Darham or Butterfield manufacture. All fuel-oil tankers are lagged and covered with aluminium panels. The vehicles are fitted with Servis recorders.

Mr. H. J. Parker, traffic controller, described to me the area served. This is roughly north of the Thames, south of the Humber and approximately half-way across the country to the west. From Keadby the vehicles operate as

(Continued on page 589)



The company's main premises are at Keadby, Lincs, where there is storage for 11,000 tons of oil. A B.M.C. and an A.E.C. tanker can be seen in this picture.

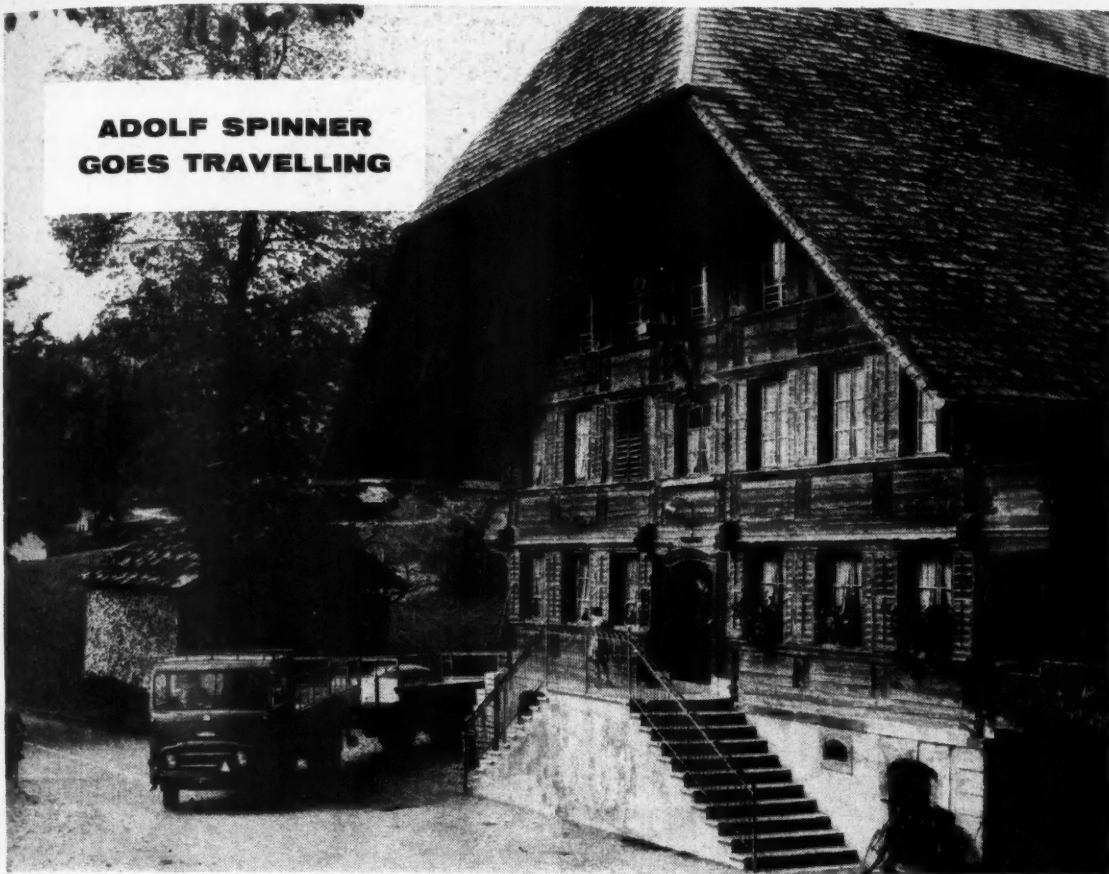
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The bus used for the valley

How an A done

IN THESE truck do Switzerland belongs to He who uses it Often this carry 9 and truck alone St. Gotthard

## ADOLF SPINNER GOES TRAVELLING



Adolf Spinner with his Austin 7 tonner and trailer in the quiet village of Schangnau east of Berne. Alongside, the typically Swiss hotel. Herr Spinner has clocked 55,000 miles in the last three years.



The business of loading hand-made 'shingles'—thin slats of wood used for roofing—begins. Herr Spinner is a well-known figure in the valleys, exchanges greetings everywhere he goes.



The remarkable wooden bridge at Langnau, heavily protected against snow fall. Herr Spinner was once snowed in in his Austin for 7 hours not so very far from here.

### How an Austin 7 tonner gets a job done in Central Switzerland

IN THESE PICTURES you see an Austin truck doing a tough job of work in Switzerland. It's a 7 tonner and it belongs to Herr Adolf Spinner of Obfelden, who uses it in his roof-material business. Often this truck and the trailer behind carry 9 and 10 tons of timber: and the truck alone has been over the Alps via the St. Gotthard Pass.

This Austin typifies the solid job that's being done by Austin trucks and vehicles throughout Europe as well as in Britain and the other continents of the world. Just how pleased its owner is you can judge from his remarks: "This Austin gets very heavy use. It must carry heavy loads up and down hills and mountains. But it runs excellently. If I were buying another lorry, I wouldn't hesitate for a moment to buy an Austin."

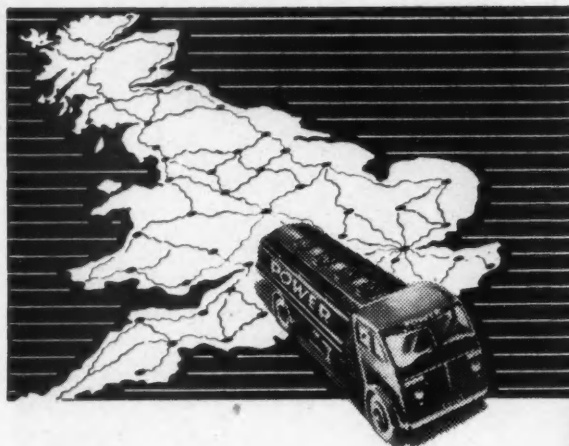
All vehicles in the 1-7 ton Austin commercial range are warranted for 12 months and backed by B.M.C. Service. Get in touch with your Austin dealer who will be happy to give you any further information.

# AUSTIN



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far south as  
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far south as Northampton and as far north as Catterick, including all Lincolnshire, Nottinghamshire, Derbyshire and Yorkshire. The company's petroleum products have been distributed to industrial users and municipalities over this area for some years.

When I was at the Keadby plant, at which there is storage for 11,000 tons of oil (plus 6,000 tons to be provided), supplies were already being delivered to over 30 retail outlets in Lincolnshire, Nottinghamshire and the West Riding. Bulk loads were also being transported to certain agency storage accommodation. The tankers are loaded at the depot through swinging loading arms with positive-displacement meters.

Varley D.H. 100 delivery pumps are used. These can, if necessary, pump up to storage tanks above ground level at the rate of 100 g.p.m. Journeys are routed at 4 p.m. each day in readiness for the next day's deliveries, the average length of a round being 180 miles. Some tankers have as many as eight drops per journey. The drivers have specific instructions for each run, but make contact with the traffic office by telephone each day in case it should be necessary for alternative orders to be given.

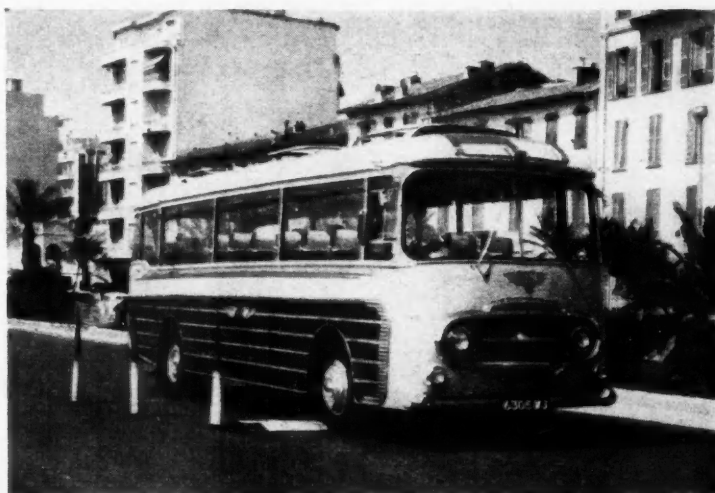
Mr. M. Bassindale is in charge of the maintenance side. The drivers report suspected defects and there is a regular routine inspection, together with general maintenance, based on mileage. Major overhauls are performed by outside contractors.

#### Refined on Continent

Mr. J. W. Roberts, managing director, told me that his company's products are refined on the Continent and were drawn from their established suppliers in Western Europe and Italy. Jet Petroleum was an all-British organization. Mr. Roberts said that his company had two tankers on charter, and at Felixstowe had similar storage to that at Keadby.

On the retail side, Jet 100, claimed to be equal to the well-known super-premium grades, is being sold at 4s. 5½d. a gallon. The company's standard petrol, which carries the title Jet 90, sells at 4s. 0½d., this spirit being claimed as of higher quality than any regular grade sold from the pumps on the British market.

The figures quoted are approximately 6d. a gallon below those usually charged for the big companies' products. Although in certain places retailers have on occasion cut their own profit margins, selling 2d. or 3d. below the accepted rates, this is the first time since the war that a substantial distributing company have departed from the customary levels.



*The A.E.C.-Plaxton coach of Sheffield United Tours, Ltd., undergoing the suspension test on the promenade at Nice. It can be seen that it is being driven over a chamfered ramp. Two other awards were gained as well as the Grand Prix.*

## S.U.T. Win Outright at Nice Rally

**F**OR the first time since the event was begun 12 years ago, a British coach gained the Grand Prix in the Nice International Coach Rally, held last week. The award was for the coach gaining the most points in all sections of the three-day event. The rally attracted nearly 100 coaches from six European countries.

"The decision that the British coach should have the premier award was the unanimous one of the judges," said M. Guy Herpin, French Inspector-General of Tourism, at the prize-giving. In addition to the Grand Prix (a Sèvres vase which is to be shown at the French Government Tourist Office in Haymarket, London, W.1), the British coach gained two other awards.

It was an A.E.C. chassis with Plaxton Panorama bodywork entered by Sheffield United Tours, Ltd., and carried off a cup presented by the French Federation of Coachbuilders for its elegance and comfort, and their bronze medal for its standard of seating and general safety.

The coach left Sheffield in the middle of last month with a full complement of fare-paying passengers, and travelled to Nice via Dijon, Stresa and Turin. On the Riviera it took part in technical trials and the concours d'elegance.

*Mr. R. Burgin, chief engineer of Sheffield United Tours, Ltd., giving last-minute instructions to Mr. Bert Carr, the driver of the coach, before the road tests.*

Mr. Frank B. Ford, sales director of Plaxtons (Scarborough), Ltd., said that he had had some inquiries from foreign operators who attended the rally and were interested in the Panorama body.

Told of the result, Mr. Ben Goodfellow, general manager of S.U.T., stated: "I always knew the Panorama would be a world-beater. The hard work which my company and Plaxtons have put in on the coach in the past few years has been well worth while."

The concours d'elegance which concluded the rally divided the entry into four classes for service, touring, de luxe and inter-continental coaches. Coachbuilders who appeared in the awards list included Gangloff, who won both the service and touring classes, Van Hool (de luxe), and Renzo Orlandi (inter-continental).







**H**AVING travelled some 3,400 miles in a Thames-Duple coach during the record-breaking London-Moscow run last year, I can claim to be reasonably well acquainted with the potentialities of this design, particularly for fast long-distance touring.

It was refreshing, nevertheless, to have an almost identical example to myself for two days, so that I could carry out a normal road test along the lines more usually adopted by *The Commercial Motor*. The results

obtained backed up my original impressions of this vehicle, in that, for a medium-priced 41-seat coach, it offers the ability to cover the ground with surprising rapidity, but without exorbitant fuel costs and with a general degree of comfort and silence which is totally unexpected.

The coach employed for the Russian journey had a basically similar chassis to that offered to me for test. The standard rear springs had, however, been replaced by heavy-duty export-type units, and the long-distance

*Ancient and modern. The latest Thames-Duple 41-seat coach is seen passing The George Inn, Enfield, an old-time coaching hostelry. High-speed runs between Enfield and the Coventry area gave a fuel-consumption rate of 13.1 m.p.g.*

vehicle had four of the standard 28-gal. fuel tanks. The engine was similar—the Ford 6D 100 b.h.p. (net) oil engine—and my test vehicle had—like the outfit that went to Russia—an Eaton two-speed axle affording ratios of 4.5 and 6.25 to 1.

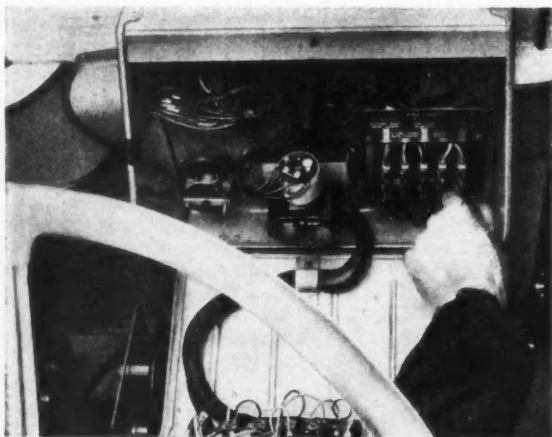
The chassis specification is generally straightforward and many Thames-Dealer goods-chassis components are used. Only one wheelbase is offered—17 ft. 8 in.—and the gross weight rating is 8½ tons. The frame has flat-

topped side members and six riveted cross-members. The semi-elliptic springs, which are 45 in. long at the front and 5 ft. long at the rear, are controlled by lever-type dampers.

Driving-control layout differs slightly from that of the Trader models, in that the pedals and steering column are set farther forward in relation to the engine and gearbox. This allows flush-fronted body styling to be adopted without the driver being too far back from the windscreen, but it has the slight disadvantage that the

## SILENT, SPEEDY

*(Right) Good fade-resisting characteristics were shown when the Thames coach was coasted down Bison Hill, the ½-mile descent in neutral reducing the braking efficiency by only 12 per cent. The wide rear window of the Duple body will be noted.*



*(Above) All the electrical fuses are housed in a neat compartment adjacent to the driving seat, where they are easy to reach and service. The flashing-direction-indicator motor is located in this box, too.*



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The deep, full-width windscreen gives a good field of vision, and the twin electric wipers maintain an acceptable degree of visibility in wet weather. Two well-placed exterior mirrors are fitted to the Duple body.

gear lever is a little too far behind the driver for comfort.

As an optional extra, hydraulic steering-servo equipment can be fitted, but as the steering never becomes heavy, it is unlikely that operators will think it is necessary.

Where the Thames passenger model differs most from the Trader is in respect of the braking. The heavier goods vehicles tend to be under-braked, because of the use of rather small areas, but the passenger chassis



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has really adequate braking, with 16-in. by 3-in. front brakes and 15.25-in. by 5-in. rear units.

These give a total frictional area of 480 sq. in., compared with an area of 436 sq. in. for the Trader 7-tonner, which can operate at up to 2 tons

higher gross weight. One cannot but help hoping that the passenger-vehicle brakes will eventually be adopted for the goods models.

The Duple body of the test coach carried the type name Yeoman, and differed only slightly from the 1959

*Thames Passenger Chassis Shows Ability to Cover Much Ground in a Short Time: Noteworthy Power-unit Quietness*

*Roll was prevalent when cornering quickly, but the lightness of the steering made the negotiation of tight corners an easy matter for the driver. The coach is seen during the short-distance fuel-consumption test.*

model, which formed the basis of the London-Moscow coach. Indeed, from the front, the only really noticeable difference is in respect of the polished trim extending from each side of the radiator grille which embraces the headlights.

Treatment at the rear has been improved, however, by the adoption of a full-width three-piece window incorporating a central emergency exit, which dispenses with the need for a separate emergency exit at the rear on the off side. Another slight difference at the rear is that a one-piece top-hinged luggage-boot lid replaces the two vertically hinged doors.

By the time I received the coach for my test, it had covered nearly 10,000 miles, having been in constant use as a demonstrator. It was thoroughly run-in, and its payload consisted of 2 tons 6 cwt. of sandbags, distributed evenly throughout the length of the body.

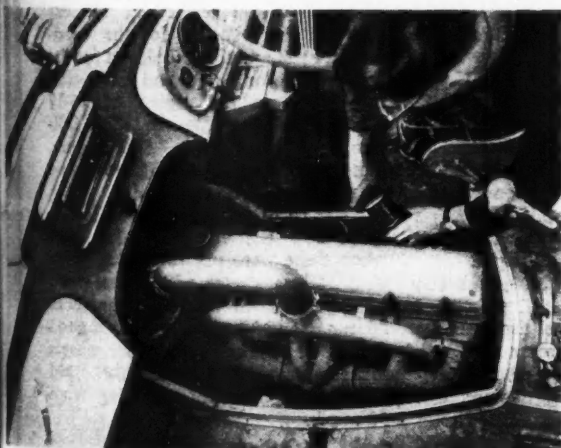
Ford's Bert Smith, who had been one of the drivers on the Moscow journey, accompanied me during the testing, and with us aboard the coach was loaded to the equivalent of 41 passengers, driver and 6 cwt. of baggage. With full fuel tank, the kerb weight was 5 tons 11½ cwt., whilst the dry licensing weight was 5 tons 4½ cwt.

I met Bert and the coach at the Chaseside Motor Co., Ltd., Enfield, Ford main dealers. I had intended to

B19

By  
**John F.  
Moon,**  
A.M.I.R.T.E.

*With the plastics engine cowl removed, reasonable access is given to the power unit and its auxiliaries. The fuel-filter element was removed in 50 seconds and replaced in 65 seconds.*



## ROAD TEST No. 689/M148—THAMES-DUPLE 41-SEAT OIL-ENGINED COACH

MODEL: Thames 17-ft. 8-in.-wheelbase forward-control oil-engined passenger chassis, with Duple Yeoman 41-seat coach body.

## WEIGHTS:

	Tons	cwt.	qr.
Unladen (kerb weight) ..	5	11	3
Payload ..	2	16	0
Driver, observer, etc. ..		3	2
	8	11	1

## DISTRIBUTION:

Front axle ..	3	3	3
Rear axle ..	5	7	2

ENGINE: Ford six-cylindered direct-injection oil engine; bore 100 mm. (3.94 in.); stroke 115 mm. (4.52 in.); piston-swept volume 5.416 litres (330 cu. in.); maximum net output 100 b.h.p. at 2,500 r.p.m.; R.A.C. rating 37.3 h.p.; maximum net torque 242 lb.-ft. at 1,500 r.p.m.

TRANSMISSION: Through 12-in.-diameter single-dry-plate clutch to Ford four-speed synchromesh gearbox, thence by three-piece propeller shaft to the Eaton 1350 two-speed fully floating spiral-bevel rear axle.

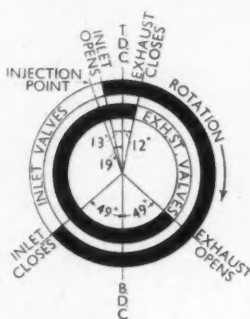
GEAR RATIOS: 6.482, 3.092, 1.686 and 1 to 1 forward; reverse 8.007 to 1; rear-axle ratios 6.25 and 4.5 to 1.

BRAKES: Girling hydraulic system with two-leading-shoe units at all wheels, and Clayton Dewandre upright-vacuum servo. Single-pull hand brake linked mechanically to rear wheels only. Diameter of drums, front, 16 in., rear, 15.25 in.; width of facings, front, 3 in., rear 5 in.; total frictional area 480 sq. in., that is 56.1 sq. in. per ton gross weight as tested.

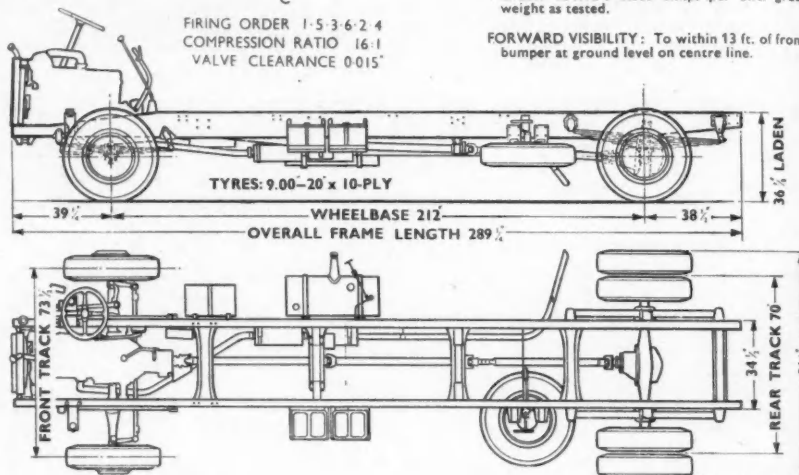
FRAME: Pressed-steel channel section, with six pressed-steel cross-members riveted in position.

STEERING: Worm and roller.

SUSPENSION: Semi-elliptic springs, with lever-type dampers at both axles.



FIRING ORDER 1-5-3-6-2-4  
COMPRESSION RATIO 16:1  
VALVE CLEARANCE 0.015"



ELECTRICAL: 12v. compensated-voltage-control system with 258-amp.-hr. battery.

FUEL CONSUMPTION: (a) Short undulating route, low speed, 19.1 m.p.g. at 27.5 m.p.h.

average speed; (b) 177-mile high-speed run, including 130 miles on motorway, 13.1 m.p.g. at 48 m.p.h. average speed; (c) 65 miles on motorway at full throttle, 13.9 m.p.g. at 58.4 m.p.h. average speed, that is, 164 gross ton-m.p.g. as tested (a), 112 ton-m.p.g. (b) and 119 ton-m.p.g. (c), giving time-load-mileage factors of 4.510 (a), 5.376 (b) and 6.950 (c).

TANK CAPACITY: 28 gal.; range approximately 390-530 miles according to speed and service.

ACCELERATION: Through gears (low axle ratio), 0-20 m.p.h., 9 sec.; 0-30 m.p.h., 18.5 sec.; 0-40 m.p.h., 38 sec.; direct drive (low axle ratio), 10-20 m.p.h., 13.75 sec.; 10-30 m.p.h., 27.75 sec.; 10-40 m.p.h., 47.8 sec.

BRAKING: From 20 m.p.h., 22.5 ft. (19.2 ft. per sec. per sec.); from 30 m.p.h., 50.5 ft. (19.2 ft. per sec. per sec.).

WEIGHT RATIO: 0.585 b.h.p. per cwt. gross weight as tested.

FORWARD VISIBILITY: To within 13 ft. of front bumper at ground level on centre line.

TURNING CIRCLES: 64 ft. both locks; swept circles, 67 ft. both locks.

MAKERS: Ford Motor Co., Ltd., Dagenham, Essex.

make a fuel-consumption run from there to Coventry, but unfortunately the concern do not have a derv fuel pump, so the main tank was topped up at, and the test started from, The Old Oak Motor Co., Ltd., Enfield.

I was driving the vehicle for this test and chose a route from Enfield through Potters Bar and South Mimms, which took me on to the London-Birmingham motorway at the Park Street junction of M10 and A5. On M1 it was easy to cruise the coach at more than a mile a minute and the speed never fell below 43 m.p.h. up any of the gradients on the north-bound carriageway.

The 65 miles of motorway between Park Street and Dunchurch were covered in 1 hour 7 minutes, which is equivalent to an overall average speed of 58.4 m.p.h. A fuel-test tank was used on the motorway and the consumption rate for the 65 miles was 13.9 m.p.g.

Overall time for the 88.5-mile trip 20

between Enfield and Coventry was 1 hour 48 minutes, equivalent to an average speed of 49.2 m.p.h. After various tests in the Coventry area, Bert Smith drove the coach back to Enfield at an overall average speed of 46.9 m.p.h. and when the main fuel tank was topped up, it showed that 13.5 gallons of fuel had been used.

## 13.1 m.p.g. For 177 Miles

This gave a consumption rate of 13.1 m.p.g. for the 177 miles we had covered since leaving Enfield, which excluded the mileage done while carrying out braking and acceleration tests in the Coventry area. The overall average speed was 48 m.p.h.

As these figures had all been taken at almost continuous full throttle, I conducted a further fuel test over the six-mile undulating route between Barton and Clophill which is invariably used when testing commercial vehicles in the Luton area. This circuit was completed at an average speed of

27.5 m.p.h. and the resulting consumption rate was 19.1 m.p.g.

All the fuel figures obtained showed acceptable fuel economy. Under normal touring conditions in Britain, regular coach drivers would probably drive in a manner about midway between that adopted for the short-distance test and that employed for the full-throttle long run, and an overall fuel figure in the region of 16-17 m.p.g. should be obtained. The full-throttle figures show, furthermore, that on Continental touring more than 13 m.p.g. could be expected.

I was surprised, but pleased, to discover how effective the brakes were when these were put to the test on a straight, level stretch of road just south of Coventry. Stops made from both 20 m.p.h. and 30 m.p.h. produced good figures. In all cases both rear wheels locked during these tests, 40-ft. skid marks being left when braking from 30 m.p.h.

(Continued on page 593)



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buses and coaches



**'X'c**  
for  
"stop-and-start"  
work

**'X'zz**  
for  
"on-the-road"  
conditions

**'X'y**  
for "on-and-  
off-the-road"  
conditions

**6.00-16 'X' c**  
replacing  
6.00-16 (light truck) PR6

**6.50-16 'X' c**  
replacing  
6.50-16 (light truck) PR6  
6.50-16.....PR8  
7.00-16.....PR6  
7.00-16.....PR8

**7.50-16 'X' zz & y**  
replacing

7.50-16.....PR 6  
7.50-16.....PR 8  
7.50-16.....PR10  
8.25-16.....PR 8  
8.25-16.....PR10  
8.25-16.....PR12

**9.00-16 'X' y**  
replacing  
9.00-16.....PR 8  
9.00-16.....PR10

**6.50-20 'X' zz**  
replacing  
6.50-20.....PR6  
6.50-20.....PR8  
32 x 6 TT

**7.00-20 'X' zz**  
replacing  
7.00-20.....PR 8  
7.00-20.....PR10  
7.00-20.....PR12  
32 x 6 HD

**7.50-20 'X' zz & y**  
replacing  
7.50-20.....PR 8  
7.50-20.....PR10  
7.50-20.....PR12

**10.00-20 'X' zz**  
replacing  
10.00-20.....PR12  
10.00-20.....PR14

**8.25-20 'X' zz & y**  
replacing  
8.25-20.....PR10  
8.25-20.....PR12  
8.25-20.....PR14

**D.20 Type 'X'**  
(ZZ tread)  
replacing  
10.00-20.....PR16

**9.00-20 'X' zz & y**  
replacing  
9.00-20.....PR10  
9.00-20.....PR12  
9.00-20.....PR14

**E.20 Type 'X'**  
(ZZ tread)  
replacing  
11.00-20.....PR12  
11.00-20.....PR14  
11.00-20.....PR16



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Hand-brake more unexpected to achieve 42.5 per cent which caused to lock. As two-thirds with the foot an extreme brake.

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Hand-brake performance was even more unexpected, as I was able easily to achieve a Tapley-meter reading of 42.5 per cent. from 20 m.p.h., a test which caused the off-side rear wheels to lock. As this meter value is about two-thirds of the reading obtained with the foot brake, the hand brake is an extremely valuable emergency brake.

In view of the relatively high power-to-weight ratio, good acceleration figures were only to be expected, and the time of 38 seconds taken to reach 40 m.p.h. from a standstill is exceptional for a vehicle of this class. Even the direct-drive times were good, although there was rather bad engine and transmission roughness between 10 m.p.h. and 15 m.p.h.

### 70 m.p.h. Obtainable

During these tests, all of which were carried out with the low axle ratio engaged, checks were made on speeds in all the combinations of gear ratios and gave the following figures: Second-low, 19 m.p.h.; second-high, 24 m.p.h.; third-low, 30 m.p.h.; third-high, 41 m.p.h.; fourth-low, 50 m.p.h.; and fourth-high, 64 m.p.h. This top-gear speed was at the engine governed speed, but on the open road a true speed of 70 m.p.h. is obtainable because of governor run-up.

Bison Hill, adjacent to Whipsnade Zoo, was employed for the hill-climb. This  $\frac{1}{2}$ -mile acclivity has an average gradient of 1 in 10 $\frac{1}{2}$ . The ascent was made in an ambient temperature of 55° F. and occupied only 3 $\frac{1}{2}$  minutes. The lowest ratio combination used was first-high, and this was engaged for 35 seconds, during which time the minimum observed road speed was 12 m.p.h.

It was difficult to take current temperatures because of the shape of the radiator filler neck, but a rough check showed the final temperature to have been 150° F., suggesting a good margin of cooling.

Coasting down the hill in neutral at 20 m.p.h. as a check for fade resistance occupied 2 minutes 24 seconds. Thirty-five seconds were spent in top gear with full throttle applied to compensate for the reduced gradient towards the bottom of the hill.

A full-pressure stop from 20 m.p.h. at the bottom resulted in a Tapley-meter reading of 53 per cent., showing a reduction in efficiency of only 12 per cent. for this extremely severe fade test—sufficient justification alone for the revised braking system.

The hand brake held the coach with ease when it was stopped facing up the 1-in-6 $\frac{1}{2}$  section of Bison Hill, and on this slope I found it was just possible to make a restart in bottom-high gear. Bottom-low would permit starting on

a gradient of at least 1 in 5, which should be ample for all normal coaching purposes.

Generally, the coach handled well, but it was uncomfortably prone to side-wind wander, particularly on the motorway. Even without a side wind, there were definite signs of steering wander at speeds in excess of 40 m.p.h., which demanded constant correction.

At speeds above 40 m.p.h. I noticed, when riding as a passenger in the rear of the coach, that the suspension also appeared to become a little soft. This introduced undesirable rolling, which could be set up even by overtaking another vehicle.

These two characteristics cannot be unconnected and it is possible that had harder rear springs been fitted, as on the Russian coach (which rode extremely well), passenger comfort would have been increased and driver fatigue reduced. The roll tendency was marked also at speeds below 40 m.p.h. when cornering quickly, but a slight change in the rear suspension should effect a cure.

The Thames-Duple is a particularly quiet coach to travel in, as little engine noise enters any part of the body and only slight gearbox and axle noises become apparent at times. The all-round field of vision for both driver and passengers is good, and the revised rear-end glazing gives a better field of vision to the rear than last year's styling.

The extractor vents in the roof are most effective, as are the two body-heating units located under the seats, although their benefit is rather localized. Generally, the body was free from rattles. The drop windows, however, caused minor draughts.

### Einmischung?

The test coach was equipped with an H.M.V. Radiomobile radio and public-address system, which gave plenty of volume with good tone, but, strangely enough, was subject to interference from the German-made flashing direction indicators.

Of the many extras on the body, one which appealed to me most was the full-width mud flap running across the body behind the rear wheels. Not only did it reduce mud splash on to the rear windows in wet weather, but—and particularly important—it reduced the spray thrown on to other vehicles on the motorway.

For the maintenance tests I ran the vehicle into my own front drive, thereby demonstrating its good manoeuvrability. The checks showed generally good accessibility to all those components needing regular attention.

Engine-coolant level was checked in

12 seconds, and I spent 1 minute 23 seconds verifying the engine-oil level, for which it was necessary to remove the engine cowl and muff. There is a trap in the floor to gain access to the gearbox, but it is easier to check its oil level from beneath and this took only 57 seconds.

Rear-axle oil level was verified in 1 minute 13 seconds, again from underneath the vehicle. The four batteries are mounted on the left frame side member, and can be reached through a floor trap under the near-side seats next to the entrance. Unfortunately, six of the 12 filler plugs were extremely tight, so I managed to check only half the electrolyte levels and even this took five minutes.

### Trap on Panel

The brake-fluid reservoir is located to the right of the radiator block and a trap on top of the facia panel gives access to it, so that I was able to check its level in 38 seconds.

To reach the fuel and air filters, removal of the engine cowl is again necessary. The cowl takes only 18 seconds to lift off, but, because of its flexibility, it is difficult to replace and on one occasion I spent 1 $\frac{1}{2}$  minutes in refitting it. With the cowl off, I removed the element of the fuel filter without difficulty in 50 seconds and replaced it in 65 seconds.

The air filter is reasonably easy to reach, although it is mounted well to the front of the engine, and it took me only 3 $\frac{1}{2}$  minutes to remove and replace the filter element with the cowl already off.

Electrical fuses are housed in a neat switch panel to the right of the driving seat, where the direction-indicator flasher motor is also located. The fuses are clearly labelled and easy to reach and it took me only 1 minute 20 seconds to replace the fuse wires in one of them.

A winch mounting is provided for the spare wheel, which is located on the left of the chassis frame. Unfortunately, the coach was not carrying a wheelbrace to undo the securing bolts, so I was unable to remove and restow the wheel. It should not be difficult, however, although the winding handle looked rather ineffective.

The basic price of the Thames passenger chassis is £1,175 and the Eaton two-speed axle costs a further £100, with 9.00-20-in. (12-ply) tyres listed at £43 extra in place of the standard 8.25-20-in. (12-ply) tyres. The standard price of the Duple 41-seat body is £2,730, and the extras fitted to the test vehicle added £348 4s. 6d. Some of these extras were glazed roof panels, heaters, radio, headrest covers, wheel discs, mesh baggage racks and mud flap.

**T**OO rapid expansion has been detrimental to the continued independence of many hauliers since denationalization. But others, like Orrell and Brewster (Transport), Ltd., Gateshead, have prospered through a policy of a gradual build up, followed by consolidation.

Returning to haulage with the purchase of a three-vehicle British Road

*From a Motor Cycle to a Fleet Strength of 70 Vehicles was the Pre-war Record: Since Denationalization it has Been Found that to . . .*

ments are kept, whenever possible, on day-work and with one driver, until they are thoroughly run in. The trunk vehicles are given the easiest loads, such as single drops, in order to obtain a time-table turn-round. Even so, dock delays at Manchester and Liverpool are pressing the need for a collection and delivery vehicle in the north-west. The company have a Manchester office, with a manager



(Above) The oldest vehicle in the fleet, an A.E.C. eight-wheeler first registered in 1938, is sent on its way by Mr. F. Helliier, transport manager. (Right) A modern A.E.C. Mustang discharges a load of lubricants, which are handled for C. C. Wakefield, Ltd., from the Hawks Road depot. Goods are handled mechanically by fork-lift truck.

Services unit in 1954, the company now operate 33 vehicles under A, B or contract-A licences, all of the platform type.

Because of the scarcity of certain makes of vehicle, and the necessity of buying B.R.S. throw-outs to obtain special-A licences, it was not possible, at first, to standardize. The aim of Mr. T. Orrell, the present managing director, is heavy A.E.C. vehicles and Bedfords. The present strength comprises seven A.E.C. multi-wheelers, and the remainder are mainly Bedfords and Thames.

Like many other hauliers in the Northern Traffic Area, Orrell and Brewster have had difficulties over the interpretation of normal user for A-licensed vehicles. A particular instance was in October, 1959, when the Licensing Authority questioned the use of three vehicles, whose normal user was for the carriage of fruit, furniture and paint within Northumberland, Durham and Yorkshire, on the trunk service to Lancashire.

### Composite User

There had been a gradual change in the operations of these three vehicles within the fleet over several years, and in order to obtain proper interchangeability it has been necessary to secure a composite normal user to cover all the A-licensed vehicles.

The depot at Hawks Road, Gateshead, purchased from B.R.S., has ample space for expansion. Plans were prepared to build a modern depot on the site, but work had hardly started when, in July, 1956, Mr. Frank Orrell, the founder of



the business, died after a short illness, at the age of 64.

In order to counteract the effect of death duties, his son, Mr. T. Orrell, the sole working director, decided to suspend building operations temporarily.

Plans are now in hand for the Hawks Road extensions to go forward. They include a two-storey office building, maintenance and fitting shops, and additional warehousing facilities, which are to be built by Orrell employees. This is a long-term project.

Mr. Orrell's immediate vehicle target is to build up a fast modern fleet by replacement, before adding to its number. Bedfords, in particular, have proved entirely satisfactory, and he is well pleased with the new vehicles powered by direct-injection diesel engines.

In pre-nationalization days, Mr. Frank Orrell pioneered long-distance services from the north-east to Lancashire, and the company still specialize in traffic between these areas. Services are in regular operation to Manchester and Liverpool, and there are also daily services from Gateshead to the Midlands and the south.

Twenty-four-hour operation is severe on the trunk vehicles, and new replace-

and assistants, and employ local shunt drivers.

Main traffics include soaps and detergents between factories in London, Manchester, and the north-east; pet foods from the Midlands for storage and distribution throughout Northumberland and Durham; and general goods, mainly paper, paint, chemicals, and engineering products.

### Storage to be Doubled

There is storage at Hawks Road for up to 300 tons, and this will be doubled when the depot extension is completed. The depot is equipped with fork-lift trucks and other necessary equipment for dealing with palletized traffic, which was introduced in 1955, when pet foods started to become popular and distribution requirements increased.

C. C. Wakefield, Ltd., have an oil store on the Hawks Road premises, run by their own staff. Orrell and Brewster vehicles bring in the bulk supplies in drums and packages, either direct to the customer or into store for later distribution. Seven B-licence vehicles and three on contract-A are engaged on distribution and other local work in the north-east.

## Go Slow Pays Dividends

By G. Duncan Jewell

On the main repair jobs handled by J. Brewster and a managing director, an interest in Mr. T. Orrell Brewster's.

The business realizing the haulage, left Newcastle motorcycle himself as a in the sidecar able to purchase operating the

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### New Equ

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### Cold Strip

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On the maintenance side, overhauls, or repair jobs outside the usual run are handled by an associate company, J. Brewster and Co. (Engineers), Ltd. The managing director, Mr. J. Brewster, has an interest in the haulage company, while Mr. T. Orrell is similarly a director of Brewster's.

The business originated when Mr. Frank Orrell, a native of Darwen, Lancs, realizing there was a demand for road haulage, left his job as a mechanic in Newcastle upon Tyne and bought a motorcycle combination, establishing himself as a carrier by delivering goods in the sidecar. The following year he was able to purchase a van, and by 1929 was operating three vehicles.

In 1937 he controlled more than 70 vehicles, operating to all parts of Great Britain, and pioneered trunk services to

and from the north-west. In October of that year, Sir John Maxwell, then Northern Licensing Authority, officially opened the company's new garage and workshops on the Team Valley Trading Estate. Fitted with spacious loading bays, a 10-ton travelling crane, and giving ample vehicle parking space, it was something of a novelty in those days in having repair shops with up-to-date maintenance facilities. Sir John congratulated Mr. Orrell on the provision of these features and remarked that he was alarmed at the state in which some commercial vehicles were allowed on the road.

After developing services in the Humber area, and to Merseyside, with branch depots at Hull, Manchester and Glasgow, the company became a member of Transport Services, Ltd., under the title of Northumbrian Transport Services.

At the same time, Mr. T. Orrell was appointed general manager of an associate company, J. Blamey, Ltd., Felling-on-Tyne.

When nationalization came, both companies were absorbed by B.R.S., the Orrells, senior and junior, remaining as unit managers. At a later stage, when the north-eastern units were merged, Mr. Frank Orrell was promoted group manager and traffic superintendent.

Since their return to private enterprise, the company have steadily grown, and Mr. T. Orrell is building solidly and soundly towards a prosperous future. An example of his foresight is that Hawks Road is scheduled for development as one of the principal secondary roads out of Newcastle, and the company have obtained planning permission to develop part of the depot site as a filling station.

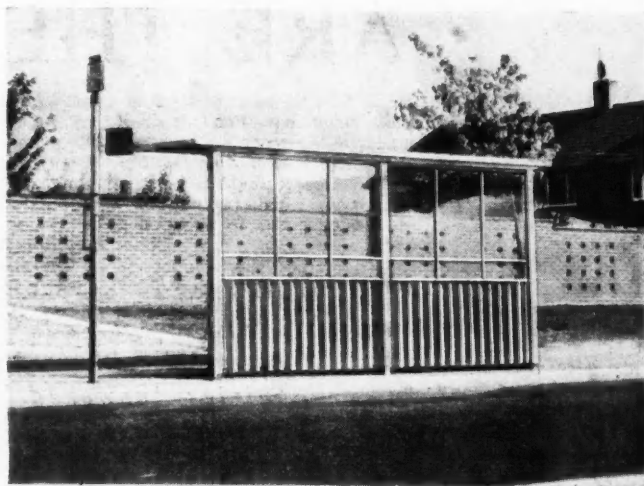
## New Equipment and Publications

### Hammer Action

TWO Blackhawk tools are now available in this country from E. P. Barrus (Concessionaires), Ltd., 12-16, Brunel Road, Acton, London, W.3. The Sioux Slugger is basically an air-operated hammer. It is offered with a standard range of tools which includes a cutter, a chisel, a scraper and a rivet breaker. A metal punch, a panel crimper and an attachment for breaking spot welds are among the extra equipment available.

A three-roller chuck incorporated in the Sioux valve refacer is said to provide accuracy to within 0.005 in. on valve faces, even if the valve is removed from the chuck during the facing operation. The machine, which is designated the 645-L, will carry out all refinishing processes.

*This bus shelter, manufactured by Hawker Siddeley (Hamble), Ltd., is fabricated from magnesium alloy. This material does not require painting and, due to its light weight, makes the shelters easy to erect.*



### Cold Stripper

PAINT layers 50 to 100 coats thick can be removed in one or two hours by Orpi C-L paint stripper. This liquid, produced by the Orcene Co., Victoria Street, Warwick, has been developed primarily for cleaning painting jigs which collect numerous coats of paint whilst passing through spray booths or ovens.

The compound, which is applied cold under a water seal, will remove one or two coats of paint in 5 to 10 minutes and will soften most paints including many epoxy-type resins.

### Stainless-steel Paint

AN American paint which is said to provide outstanding corrosion resistance will be available shortly in this country. It is Vita-Var stainless-steel paint No. 13448 manufactured by the Vita-Var Corp., Newark, New Jersey.

The paint, which consists of stainless-steel flake, several non-metallic pigments and alkyd resin, can be applied to steel or galvanized-iron over existing paint, if this is in good condition, or to bare metal over special Vita-Var primer coats.

Immediately after it is applied by brush, spray or roller, the paint is medium-grey in colour and has a semi-gloss finish. After about two years the finish becomes lighter until it resembles uncoated stainless steel.

Apart from good corrosion resistance, the paint has a very smooth finish which tends to shed dirt. At present, inquiries about it are being handled by Anthony Edwards and Associates, 57 Talgarth Road, London, W.14.

### Element Range

OVER 200 types of paper, felt and cloth filter elements are now being manufactured by Remax, Ltd., Remax House, Alfred Place, London, W.C.1. The elements are designed to replace original equipment and models are offered for most British and foreign commercial vehicles, cars, motorcycles and stationary engines.

### Attractive Shelter

USE of magnesium alloy in place of steel for the construction of bus shelters by Hawker Siddeley (Hamble), Ltd., Hamble, Hants. has increased their

attraction. The alloy does not require painting and, because of its light weight, makes the shelters easier and quicker to erect. The basic design of the Hawker Siddeley cantilever-type shelter has been approved by the Council of Industrial Design.

### Standard Stretchers

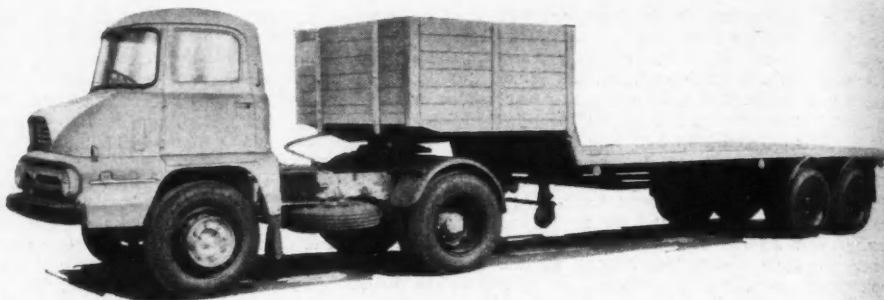
DIMENSIONS for stretchers and stretcher-carriers in ambulances and aircraft are detailed in B.S. 896:1960, available from the British Standards Institution, Sales Branch, 2 Park Street, London, W.1, at 3s. The Standard conforms with the recommendations of the International Organization for Standardization on this subject.

### Hard Wear

CHROMIUM-PLATED thin and thick steel cylinder liners for industrial and commercial-vehicle engines are offered by Sheepbridge Stokes, Ltd., Chesterfield. Conversion kits consisting of cylinder liners and pistons complete with rings and gudgeon pins will be available shortly.



Frank G. Gates, Ltd., 79 High Road, London, E.18, have supplied 12 outfits of this type to A.E.I. (Woolwich), Ltd., for the transport of cable throughout the country. The tractor is a Thames Trader 6D shortened to a wheel-base of 7 ft. 9 in. by Baico, and the semi-trailer a Taskers 10-12-ton step-frame type with four-wheeled bogie.



### Planning for Profit

## Three-tier Cattle Trucks— ARE THEY LEGAL?

**A** HAULIER has inquired whether the mounting of three-deck cattle-carrying bodies would be legal on four-wheel chassis. There is no specific restriction on such vehicles, but Regulation 73 of the Motor Vehicles (Construction and Use) Regulations, 1955, relates to safe loading. It would be a matter to be considered in each individual case whether or not three-tier cattle trucks could be loaded so as not to contravene this Regulation.

It could be that when sheep were carried, those on the top tier might suffer injury by being thrown about, especially when the vehicle was travelling over rough farm tracks.

The main provisions of the Transit of Animals (Amendment) Order would also have to be considered. The statutory powers contained in this Order relate to the prevention of over-crowding, the tying of animals, and require the floors of the vehicle to be fitted with battens or other means to prevent animals from slipping.

It is also required that there should be adequate and suitable ventilation, and that there should be provision of facilities for the loading or unloading of animals from each floor.

There would be danger to animals carried in the top tier unless they were protected in some way. Cases have been reported where animals have been hit by overhanging trees, and either knocked down or accidentally thrown out of an open top deck. The provision of a light slatted roof, or a small-mesh heavy net tautly secured over the top of the vehicle is therefore recommended.

Partitioning would also be advisable for dividing animals within the lorry so that the whole load would not be crushed to one side because of sudden braking and swerving, thus rendering the vehicle more unstable.

A departmental working party has been set up to review the various regulations with the object of simplifying and bringing them into line with modern developments, but this is expected to take some time.

**Q**UARRY owners ask for details as to the maximum legal gross loads and dimensions for goods vehicles in this country. They say they are particularly interested in the regulations applying to a four-wheeled tractor and a six-wheeled independent trailer, an articulated outfit and a rigid eight-wheeler; or alternatively a six-wheeler with or without an independent four-wheeled trailer.

The maximum laden weights are:—four-wheeler, 14 tons; six-wheeler, 20 tons; and eight-wheeler, 24 tons. The maximum

weight for a trailer is also 14 tons. The maximum permitted total laden weight for a vehicle and trailer is 24 tons, or 32 tons if fitted with power-assisted brakes.

The vehicle and trailer independently, however, must still comply with the regulations concerning their individual weights. For an articulated outfit with a two-wheeled semi-trailer, the maximum permitted weight is 20 tons, or 24 tons if the semi-trailer is fitted with four or more wheels.

There is no corresponding variation in the maximum permitted laden weight of a drawbar trailer relative to the number of wheels, which may be thought to be an anomaly.

In addition to these restrictions on the total laden weight of a vehicle, there is also a limitation of 9 tons on any two-wheeled axle. Where there are more than two wheels in line across a vehicle or trailer chassis the weight on all these wheels must not exceed 11 tons. If, however, the centres of contact with the road between two wheels are less than 1 ft. 6 in.

apart they are counted as one.

The maximum permitted length for a rigid goods vehicle, whether four-, six- or eight-wheeled, is 30 ft. A further 22 ft. is permitted for a drawbar trailer and 35 ft. for the overall length of an articulated outfit.

Goods vehicles or articulated tractor units weighing less than 4 tons unladen may be up to 8 ft. wide, whilst below that weight they are limited to 7 ft. 6 in.

**R**EFERENCE is frequently made in readers' inquiries to the transfer of a carrier's licence in connection with either the purchase or sale of a haulier's business. A typical example relates to a 30-cwt. van which a reader has operated for many years and now wishes to sell. He asks what would be a fair price for the A licence.

It cannot be over-emphasized that under the Road and Rail Traffic Act, 1933, a carrier's licence is personal to the holder. There is nothing within the Act which gives to the holder of a licence any right to the continuance of any benefits arising from the licence. A licence cannot be either transferred or assigned except as provided in the circumstances of death, incapacity or bankruptcy.

Where a genuine sale of a haulage business is contemplated, the procedure would be for the holder of the licence to notify his local Licensing Authority that he wished to surrender his licence, or licences, and at the same time for the prospective

(Continued on page 597)

*Another Miscellany of Readers' Inquiries Answered by "The Commercial Motor" Costs and Legal Expert: The Vexed Question of Transferring an A Licence*

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operator to make application for new licences in his name identical to the ones being surrendered.

Assuming there is ample work to justify the continuance of the original licence, the new operator would be in a good position to succeed in his application.

\*

**P**REVIOUSLY engaged upon local delivery work, an ancillary user is contemplating journeys farther afield, and asks for details as to the rates of pay relative to overtime working and subsistence allowances. He appreciates that there are, in fact, no statutory rates of pay and conditions regulating C-licence drivers as such, although there may be limited schemes within specific industries.

For regular workers, other than milk workers, the first six hours of overtime in any week, exclusive of Saturday and Sunday, are determined by the Road Haulage Wages Regulation Order, R.H.(68), as payable at the rate of time-and-a-quarter. After the first six hours, exclusive of Saturday and Sunday, the rate increases to time-and-a-half. This is also the rate for work done on Saturday, whilst on Sunday double time is paid.

There is also the proviso that time worked in excess of eight hours on any day Monday to Friday in the case of a six-day worker, and in excess of nine hours on any day Monday to Thursday, and eight hours on Friday, in the case of a five-day worker, shall be regarded as overtime.

Regarding time worked on Saturdays, overtime rates are payable in the case of a six-day worker in excess of four hours, and all time worked after 12.30 p.m. In the case of a five-day worker, all time worked on Saturday is considered overtime and, in addition, any period less than four hours is deemed as four hours.

Where a driver's period of rest occurs away from his home depot, he is entitled to a subsistence allowance of 16s. in respect of each period of rest not exceeding 15 hours continuous duration. Where this period does exceed 15 hours, the driver is considered to be on duty, and is entitled to be paid, in addition to the 16s. subsistence allowance, at the time rate which would be payable if he were actually at work for the period he was resting in excess of 15 hours.

If the period of rest exceeded either 24 or 23 hours, according to whether a driver was a five- or six-day worker, these arrangements would continue to apply until he resumed actual duty.

As the operator making the inquiry is situated in an area designated Grade 1 under R.H.(68), the basic minimum remuneration per week for an adult driver in the three categories of vehicle he employs would be as follows:

Up to 5 tons carrying capacity, £8 8s.;  
over 5 tons and up to 10 tons, £8 15s.;  
and over 10 tons to 15 tons, £9 1s.

The body of this Dennis Pax Mark III, operated by Wm. Walker and Sons, Ltd., Bolton, has two sections. The front is an enclosed compartment with a sliding door on the near side and a Perspex roof. This is used to carry high-quality leather for women's wear. The open rear portion is employed for the transport of the company's standard skins. The body was built by the chassis makers. The Old Trafford Motor Engineering Co., Ltd., Talbot Street, Manchester, 16, supplied the vehicle.



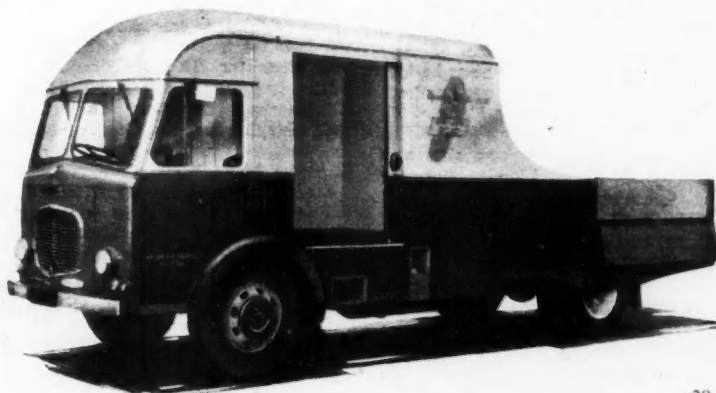
Sparshatt's (Metal Bodies), Ltd., Southampton, built this body on a B.M.C. 4-ton chassis for the Southern Gas Board to carry heavy stoves. An Edbro 13-ton tail-board loader has been fitted. The body is of patented tube-and-block design, Argonarc welded to form a unit. The sides are of light alloy and the roof of translucent plastics. The floor, which is of aluminium planking, is bolted to an underframe which incorporates a tunnel for the stowage of lengths of piping. The rear and two side apertures are enclosed by roller shutters.

**C**LARIFICATION of comparative operating costs shown in the 43rd edition of "The Commercial Motor" Tables of Operating Costs" is asked for by a reader in the north-west. His question concerns the 10-ton articulated vehicle shown in Table 5 and the rigid six-wheeler in Table 3, also with 10 tons carrying capacity.

Although there is this similarity in carrying capacity, these two vehicles are of substantially different types. It is one of the post-war developments that the range of goods vehicles offered by the quantity-production manufacturer has steadily widened, with the result that there is now some overlapping with sizes of vehicle which were once considered to be limited to the makers of higher-priced models.

In this case the example used for the 10-ton articulated vehicle had a tractor unit based on a 7-ton quantity-produced chassis. The rigid six-wheeler, however, was of much more robust design and capable, if necessary, of hauling a drawbar trailer.

In the two examples quoted by the reader, the standing cost in respect of interest is shown as 45s. 7d. per week for the rigid six-wheeler but only 37s. 11d. for the 10-ton articulated vehicle. These relative costs are indicative of the average price of these two vehicles, and it would be reasonable to expect a much longer life for the rigid six-wheeler. S.B.





## End of Seller's Market Hits Contract-A Lorries

**A**BANDONMENT of the coal allocation system, in April, 1959, had ended the seller's market and made the operation of contract-A vehicles for coal factors uneconomic, Mr. J. H. E. Randolph, Yorkshire Deputy Licensing Authority, was told, at Sheffield last week.

British Railways and 35 south Yorkshire hauliers objected to an application, by Peter Slater, Ltd., to put 39 former contract vehicles on a new B licence with conditions: "coal, coke, salt, sulphur, pitch, phosphates, sand, gravel, lime, oxide, shale, sulphide of iron, chrome ore, pyrites, pig iron, fluospar, wheat and bricks, as required."

For the applicants, Mr. A. Goss, said that 12 of the vehicles were still on contract-A licence, and 27 on short-term B licence. If the application were granted no additional vehicles would be put on the road. When the allocation system was in operation, weekly fluctuations were small and contract operation was ideal.

Since then customers sought coal only when required and no longer held stocks. Now supplies for only one or two weeks were held. Consequently, winter demands for spot loads were more than the Slater fleet and their sub-contractors could deal with. Conversely the vehicles were no longer fully employed during the summer.

The short-term licences granted to replace contracts allowed the carriage of pyrites, salt and coal, for named customers, and goods for J. Heaton, Ltd., and Cawood Wharton and Co., Ltd. Salt, coal and chemicals were the only extensions now sought and demand for sand, gravel, and other building materials, in the summer, would ensure full occupation of the vehicles.

### 5,000 Tons a Week

Mr. A. Blackwell, a director of J. Heaton, Ltd., Manchester, said that his company received about 5,000 tons of coal weekly from Yorkshire. Since the delivery pattern had changed shortage of vehicles during the winter had resulted in a loss of as much as 1,000 tons a week in deliveries to Chadderton power station alone.

The fluctuation in tonnage carried between last summer and the following winter was as much as £20,000 a month. Because it was difficult to get driving staff they operated only 25 vehicles of their own. Approximately one-and-a-half million tons of coal a year was involved.

Confirmation that Peter Slater, Ltd., were carrying large tonnages from Skiers Springs Colliery to stocking sites was given by Mr. T. W. Moseley, Barnsley area transport officer, National Coal Board. Bunker capacity at the pit was only 100 tons compared with a peak output of 150-170 tons an hour.

Sometimes Slater's were called upon to move the whole weekly output of some 10,000 tons. The colliery could not function without such haulage organization. The Slater depot was only 100 yards

away and they had supplied up to 15 vehicles at five minutes' notice.

The shares of Peter Slater, Ltd., were now owned by Cawood Wharton, said Mr. P. D. Slater, a director. The fleet consisted of 23 vehicles on A and special A licence, two on full-term and 27 on short-term B licences and 22 on contract-A licence.

The company, who put service before profit, had decided that the position must

## Toll Charges to Be Assessed

**A**SURVEY of traffic using crossings of the River Thames from Tower Bridge to Gravesend-Tilbury ferry is to be made to assess toll charges in preparation for the opening of the Dartford-Purfleet tunnel. The Dartford Tunnel Committee, in consultation with the Ministry of Transport, is arranging the survey, and intends to revise earlier estimates of anticipated tunnel traffic.

At river crossings drivers will be asked to give their departure points and destinations. Information revealed will be regarded as confidential and registration numbers will not be taken.

The Minister of Transport has authorized the construction of a by-pass to divert the Great North Road round Framwellgate Moor and Pity Me, near Durham. Estimated cost is £275,410 and work, which will start soon, should be completed within a year.

The by-pass will have a three-lane carriageway which is considered adequate for future traffic needs because the proposed Durham Motorway, when built, will attract long-distance traffic from A1.

At its southern end, the by-pass will

be changed following the abandonment of the allocation system. The stocking work was taken on because they realized that supplies could have been cut off if the pit-heads were blocked. Increased use of rock salt for road clearance was a contributing factor, and during the winter of 1959-60 the company were seriously short of transport, even with hiring at its maximum.

Gross turnover for the year ended March 31, 1960, was £593,111, of which £287,000 was for sub-contracting. Earnings were split into £75,000 by the A-licensed vehicles; £32,000 by the special A; £7,000 from the B-licensed vehicles; £117,000 by the vehicles on short-term B licence and £75,000 as a result of contract workings. Tonnages included 126,000 tons of coal to customer and 164,000 tons to stock.

The hearing was adjourned.

leave the present A1 at the junction with the A691 road from Lanchester. It will rejoin just north of Pity Me, some one-and-a-third miles away.

A grant of £539,470 towards the cost of constructing the third section of the Coventry inner ring road, to divert through traffic from the centre of the city, has been made by the Minister. This section, which will cost £720,000, will extend 760 yards from Holyhead Road to Queens Road, and will include a fly-over-roundabout at Moat Street.

The first section, from London Road to Quinton Road, has been completed and work is proceeding on the second section. Altogether, more than £1m. has been contributed by the Ministry towards the cost of the road.

Experimental one-way working in Chancery Lane, New Fetter Lane and Fetter Lane is to be introduced during June by the Commissioners of Police for the City of London and the Metropolis. To ensure a free flow of traffic in the area the Commissioners will introduce no-waiting restrictions in several streets, and loading and unloading bans on the south side of Breems Buildings.

## Tipplers for Lime and Coal

**T**WO tipplers, to transport agricultural lime for their parent company and solid fuel for Thomas Silvey, Ltd., Bristol, coal factors, were granted to the Amalgamated Limestone Corporation, Ltd., Chipping Sodbury, Glos., at Bristol last week, by Mr. S. W. Nelson, Western Licensing Authority.

Mr. T. D. Corpe, for A.L.C., said that the company's busiest time was during the summer when lime was spread on farmland. During the winter the vehicles

could be used to transport fuel for Silvey from the East and West Midlands.

If the coal could not be carried by road they would not have it all, said Mr. Thomas Nicholls, wholesale manager of Silvey. The coal would be collected from stock grounds near the collieries, which were not connected to railway sidings, it was stated.

The previous day, Mr. E. M. Frankham, a driver employed by Silvey, was granted a licence for one vehicle. He proposed to operate on his own account and carry coal for Silvey from the Midlands as well as quarried and building materials within 80 miles of operating centre.

Because of acute pressure on space, it has been necessary to hold over the review of new patents which normally occupies this page.

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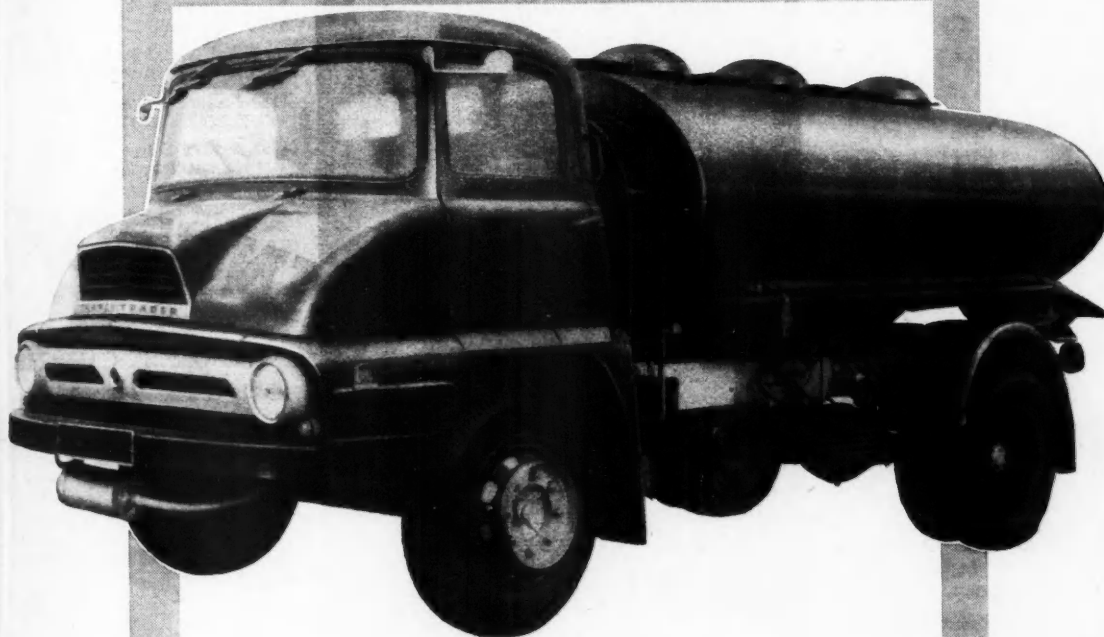
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**NEW BEDFORD** 12-ton tractor unit, diesel.  
**NEW BEDFORD** 12-seater Utilabake.  
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**1959** J-model 8-ton Scammell coupling tractor unit, fitted 300-cu.-in. Bedford diesel.  
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**1954 BEDFORD** 2-3-ton truck, maroon, £395.  
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**1955 BEDFORD** 7-ton heavy-duty SQ body tipper, £475.  
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unit, R6 engine, 1,000 only since reconditioned,

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1952 BEDFORD P6 diesel, Scammell tractor unit,

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Phone, Farnham 4234 (three lines). 860-8675

A BEDFORD for sale? Phone Hamilton Motors,

466-499 Edgware Rd., London, W.2. Phone, Padding-

ton 0022 (12 lines). Immediate settlement and best prices.

859-389

B.M.C.

1959 B.M.C. petrol engine on 9.00 by 20 tyres, in

excellent condition, mechanically sound; choice

of three, £625 each. Mockett Bros., Ltd., High St.,

Huntingdon 298. 859-98

L. A. MITCHELL (MOTORS), L. TD.

DODGE DISTRIBUTORS.

PERKINS DIESEL DISTRIBUTORS.

1955, December, B.M.C. diesel engine 7-ton

steering, Eaton 2-speed axle, one owner, E525.

1 BALHAM HIGH RD., S.W.12. Phone, Balham 2234.

859-79

1957 B.M.C. diesel Scammell 5-ton tractor unit, very

good condition, £425. Edgware 2572. 859-219

GORDON KING MOTORS, LTD., offer:—

1956 B.M.C. forward drive, 5-ton platform, petrol,

good condition, £325.

MITCHAM LANE, S.W.16. Streatham 3133-4.

859-362

ARLINGTON MOTOR CO., LTD., offer:—

1957 7-ton diesel 18-ft. platform, 2-speed axle, heater,

power steering (Morris).

ARLINGTON MOTOR CO., High Rd., Ponders End.

Enfield, Middx. Howard 1266. 859-458

## Used Goods Vehicles (contd.)

1957 B.M.C. diesel 7-ton long-wheelbase truck with

20-ft. drop-side body, 2-speed axle, power

steering, in good running order, bargain, E525.

RUSH GREEN MOTORS, Langley, Hitchin, Herts.

Stenevase 174. 859-312

COMMER

COMMER TS3, choice of five, from 1955 to 1958, all

with 9,00 x 20 tyres, in good condition. Reading

Garage Co., Ltd., Cork St., Reading, 55755. 859-8655

1957 COMMER medium-wheelbase tipper, E850.

1957 Hambins Garage, Rectory Rd., Rushden.

Phone 3211. 859-240

NEW TS3 long-wheelbase chassis-cab, immediate

delivery.

1957 May, TS3 long-wheelbase drop-side truck, low

mileage, E695. 1956 (November) 7-ton long-

wheelbase QX drop-side truck, £375. 1950 (November)

QX long-wheelbase platform truck, £125. Mansfield

Autos, Ltd., High Rd., Broxbourne, Herts. Hoddeston

859-179

1960 COMMER TS3 diesel artic. unit, with Scammell

coupling, almost as new, E950. Trailers to suit

available if required.

1957 COMMER TS3 diesel artic. unit, Scammell

coupling, good running order, E650.

1957 COMMER TS3 long-wheelbase tipper, large-

capacity body, in good order, E750.

1955 COMMER TS3 long-wheelbase platform truck,

16-ft. body, in good running order, E485.

RUSH GREEN MOTORS, Langley, Hitchin, Herts.

Stenevase 174. 859-318

1958 COMMER Cob van, E315.

OAKTHORPE MOTOR CO., North Circular Rd.,

Palmer's Green 1023. 859-372

1 1/2-TON forward-control super-capacity van, March,

1/2 1958, clean condition, E450.

7-TON tipper, 1950, E100.

BREW BROS., LTD., 133 Old Brompton Rd., S.W.7.

Fre 3333. 859-347

1956 COMMER 3-4-ton Superpolice vans, clean

interior, coachbuilt body, standard cab, low

mileage, excellent mechanical condition, works maintained.

HIRE-PURCHASE, Part-exchanges, Contay Motor

Works, Ltd., 164 Southway Bridge Road, S.E.1.

Waterloo 6162-3. 859-394

ARLINGTON MOTOR CO., LTD., offer:—

1959, December, TS3 12-ton tractor unit with S.A.E.

coupling, 9,00 x 20 tyres, air brakes, 15,000

miles, latest-type cab with 12-ton 25-ft. Hands platform

trailers.

1956 COMMER TS3 7-ton truck.

1956 COMMER TS3 chassis-cab, fitted large-capacity

aluminium boxvan.

ARLINGTON MOTOR CO., High Rd., Ponders End,

Enfield, Middx. Phone, Howard 1266. 859-455

1958 TS3 with Boys trailing axle, double-drop-side

21-ft. 6-in. wood body, 64,000 miles. Good

condition, £1,250.

JULY, 1956, TS3 7-ton long-wheelbase 18-ft. alloy plat-

form with wood floor and alloy headboard, twin

Goodyear tyres, 9,00 x 20, fitted overdrive in fifth gear,

good all-round condition, E850.

SPARKSHUT





clean, ready for work.  
clean, ready for work.  
LTD., Central Garage,  
VER  
petrol truck with basket,  
TD., offer—

regular model, choice  
High Rd., Ponders End,  
ward 1266, 859-437  
D  
ward-control artic. unit,  
two Scammell 25-4  
excellent running order,  
8-wheeler, 24-ft. drop-  
running order, C. H. H.  
angle, Hitchin, 859-310  
TD., offer—

body, air brake,  
High Rd., Ponders End,  
ward 1266, 859-437  
on long-wheelbase 14-ft.  
springs, 2-speed axle,  
Hampson 72596, 859-403

FOR SALES,  
SCAMMELL,  
VALERS,  
Comet normal-control  
N/D Comets and Super  
Used Goods Vehicles

FOR SALES,  
W. HILLS, STAFFS.  
1336 and 2392, 859-68

AY  
7.7 engine, £250,  
7.7 engine, £200,

ardner 4LW, 9 cu. ft.,  
price £285, 859-719  
one 55913,  
COMMERCIAL

2 30-cwt. van, in very  
Edgware 2572,  
859-210  
(petrol) van, in excellent  
condition, 859-344  
on (Croydon), 859-344

KINGSTON,  
COMMERCIAL RETAIL

L  
MOTORS, LTD.  
5618, 859-432

ution, 1,200-cu.-ft.  
alliance only, excellent  
and Co., Ltd., 859-39  
s, N.11, Est 859-39

L  
y, fair condition, £175  
its, Phone, Lanes,  
859-39  
Gardner 6LW engine,  
of "The Commercial"  
859-432  
with Scammell 25-ton  
in well, 6LW engine,  
ice order,  
Hitchin, 859-310  
TD., offer—

van semi-trailer,  
High Rd., Ponders End  
ward 1266, 859-437  
engine, £150,

1951 SEDDON P6 diesel platform trucks, both  
reasonably priced.  
1958 DODGE; this machine is in superlative  
condition, low mileage, F/C, P6, 5-speed gearbox,  
legend axle, latest-type cab, 8.25 x 20 tyres, 3-piece  
wheels, winking lights, etc., in duo red, quality tested.  
1954 BEDFORD R6 platform truck, choice of two.

1952 BEDFORD petrol 5-ton short-wheelbase tipper;  
this tipper is far above average condition and has  
been thoroughly recommended, quite recently had a  
large amount of money spent on it.  
1953 COMMERCIAL petrol Superpole short-wheelbase  
tipper, in very good condition.  
1953 BEDFORD A-type 3-ton drop-side truck.

SELECTION OF BEDFORD 10-12-cwt. vans and con-  
vertibles from £50 to £500.  
Phone, Bootle 4343.

GARLICK, BURRELL AND EDWARDS, L. TD.,  
188 REGENT ROAD,  
LIVERPOOL, 20.

THE BEDFORD PEOPLE.  
859-39

## Used Goods Vehicles (contd.)

1954 SEDDON 6-7-ton long-wheelbase truck,  
Mark 5L model, exceptionally clean vehicle,  
G.T.C. (Commercial), Ltd., 26-28 Bow Rd.,  
London, E.3. Advance 6495, 859-402  
1953 SEDDON long-wheelbase drop-side tipping  
lorry, Perkins P6, servo assisted and Hydrovac  
brakes, owner driver for the past four years, well kept,  
1400 bhp, 88 Barford Rd., Nottingham, 859-46214  
1953 SEDDON diesel 5-ton drop-side truck, beautiful  
condition.  
COMBS SERVICE STATION, LTD., By-pass Rd.,  
Guildford, Phone 62962, 859-526

### THORNCROFT

1955 THORNCROFT Sturdy Star, 6-cylinder diesel,  
8.25 tyres, 16-ft. body, fair condition, offers,  
G. H. Layne and Co., Ltd., Bedford Main Dealers, Brig-  
Lincs. Phone 2128-9, 859-302  
1952 THORNCROFT Trident 7-ton coachbuilt  
boxvan 17 ft. 6 in. by 7 ft. by 8 ft. high,  
895 or terms arranged.  
HENRY EATON, LTD., 107 Palmerston St., Ancoats,  
Manchester. Phone, Ardwick 3146, 859-300

### TROJAN

1953 Personnel carrier, P3 engine, good body and  
tyres, £200. Justice (Underwood), Noite,  
Phone, Langley Mill 5182, Home 3625, 859-134  
1954 TROJAN diesel 15-cwt. van, cheap,  
F. A. DOLMAN, LTD., 215 North Rd., Southend-  
on-Sea Phone 43262, 859-488

### VOLKSWAGEN

1959 VOLKSWAGEN pick-up, grey, all-steel body,  
small mileage, £499,  
FRIDAYS, of Sittingbourne. Phone, Sittingbourne 1421,  
859-181

### VULCAN

VULCAN 6-7-ton diesel boxvan, 1950, length 17 ft.,  
width 7 ft. 6 in., height 8 ft., tailboard 1 ft. 6 in.,  
rear roller shutter 4 ft. 6 in., side loading door 6-ft. high  
by 3-ft. wide, fair condition all round, Dartmouth Garage,  
384-386 High St., West Bromwich. Phone, Wes 2441-6, 859-143  
VULCAN 1953 7-ton flat platform lorry, 4LW Gardner  
engine, good condition, £295. Another  
similar vehicle, 1952, £225. Fredk. Ray, Ltd., Grovesbury  
Rd., Leighton Buzzard, Beds. Phone 2241-2, 859-345

### UNCLASSIFIED

GARLICK, BURRELL AND EDWARDS, L. TD.,  
188 REGENT ROAD,  
LIVERPOOL 20. Bootle 4343.

BEDFORD. BEDFORD. BEDFORD. BEDFORD.

WE HAVE SOLD ALL OUR USED PANTECHNICON  
AND LUTON VANS AND TIPPERS ADVERTISED  
IN LAST WEEK'S "COMMERCIAL MOTOR." BUT  
WILL HAVE AVAILABLE IN THE NEAR FUTURE  
ONE 1956 AND ONE 1959 B.M.C. DIESEL PAN-  
TECHNICON, ONE WITH ALLOY BODY.

WE OFFER THIS WEEK THE FOLLOWING USED  
VEHICLES FOR YOUR PERUSAL.

### TRAILERS:-

ONE SCAMMELL 20-ft. 8-ton platform trailer, in  
first-class condition.  
3-10N tipping trailer, Scammell attachment, Edbro  
hydraulic tipping gear, steel lined.  
3-10N boxvan trailer, Scammell attachment.  
AVAILABLE second week in June:-  
TWO 23-ft. 10-ton Scammell trailers, and one 23-ft.  
10-ton Dyson trailer with Scammell attachment.

### TRACTORS:-

1957 BEDFORD 300-cu.-in. diesel Scammell tractor  
unit, quality tested.  
AVAILABLE shortly:  
1958 Similar to the above.  
1958 ALBION Scammell tractor unit, in excellent  
condition.  
1958 BEDFORD 10-ton Scammell tractor, 300-cu.-in.  
diesel, 2-speed axle, Michelin tyres.

### TRUCKS AND TIPPERS.

WE have sold all our 1959 J-type 5-ton diesel chassis-  
cabs. We will have a further two available the first  
week in July, in immaculate condition and fully guaran-  
teed.

1958 BEDFORD long-wheelbase platform truck, fitted  
with Leyland 350 diesel engine, in excellent  
condition.  
1958 BEDFORD 7-ton long-wheelbase platform truck,  
Bedford 300-cu.-in. diesel engine, 2-speed axle,  
monthly price.  
1954 AUSTIN Loadstar platform truck, £125.

1951 SEDDON P6 diesel platform trucks, both  
reasonably priced.  
1958 DODGE; this machine is in superlative  
condition, low mileage, F/C, P6, 5-speed gearbox,  
legend axle, latest-type cab, 8.25 x 20 tyres, 3-piece  
wheels, winking lights, etc., in duo red, quality tested.  
1954 BEDFORD R6 platform truck, choice of two.

1952 BEDFORD petrol 5-ton short-wheelbase tipper;  
this tipper is far above average condition and has  
been thoroughly recommended, quite recently had a  
large amount of money spent on it.  
1953 COMMERCIAL petrol Superpole short-wheelbase  
tipper, in very good condition.  
1953 BEDFORD A-type 3-ton drop-side truck.

SELECTION OF BEDFORD 10-12-cwt. vans and con-  
vertibles from £50 to £500.  
Phone, Bootle 4343.

GARLICK, BURRELL AND EDWARDS, L. TD.,  
188 REGENT ROAD,  
LIVERPOOL, 20.

### THE BEDFORD PEOPLE.

## Used Goods Vehicles (contd.)

OVER 100 MODERN  
COMMERCIAL VEHICLES  
TO CHOOSE FROM.  
YOUR INSPECTION INVITED  
COMPARE OUR PRICES.

WE GUARANTEE TO GIVE SATISFACTION AND  
SAVE YOU MONEY.  
YOUR VEHICLE TAKEN IN PART-EXCHANGE.

1959 FORD 15-cwt. Luton van, as new, £650.  
1959 FORD Trader, 6D diesel engine, 6-wheel,  
21-ft. platform body, Primrose 3rd axle, £1,100.  
1959 BEDFORD 3-type 7-ton diesel tipper, 300  
BEDFORD engine, all-steel square bodies,  
8 cu. yd., 2-speed axle, choice of five, each £975.  
1959 BEDFORD 5-type 7-ton diesel tipper, 300  
BEDFORD engine, all-steel square bodies,  
8 cu. yd., 2-speed axle, £975.

1959 Long-wheelbase DODGE, Leyland Comet  
engine, 2-speed axle, 900 x 20 tyres, 18-ft. 6-in.  
platform body, £1,450.  
1959 (Late) FORD Trader 6D 7-ton platform lorry,  
choice of 10, from £825.  
1958 BEDFORD 10-cwt. diesel engine, 6-ton  
short-wheelbase tipper, very good condition,  
choice of four, each £725.

1958 December, FORD 4D long-wheelbase extended  
platform body, £1,450.  
1957 BEDFORD 7-ton flat, with 300 engine, 5-type,  
£745.  
1957 October, 3-ton FORD Trader, 4D diesel  
engine, long-wheelbase drop-side flat, £565.  
1957 BEDFORD A-type platform truck, P6 engine,  
£550.  
1957 DODGE long-wheelbase 17-ft. 6-in. flat, Eaton  
2-speed axle, P6 engine, very good condition,  
£565.

1956 December, BEDFORD long-wheelbase drop-  
side truck, immaculate condition, diesel  
engine, £600.  
1956 November, 7-ton B.M.C. flat, 6-cylinder diesel,  
900 x 20 tyres, power steering, Eaton 2-speed  
axle, perfect, £725.  
1956 September, MORRIS long-wheelbase 4-cylinder  
2-ton diesel drop-side truck, immaculate,  
£375.

1956 FORD P6 short-wheelbase wooden-bodied tipper,  
bargain, to clear £350.  
1956 May, AUSTIN B.M.C. 5-ton diesel long-  
wheelbase flat £670.  
1956 AUSTIN B.M.C. flat 5-ton, diesel engine, to  
clear £495.  
1956 COMMERCIAL TS3 18-ft. 6-in. flat, 900 x 20 tyres,  
£735.

1956 BEDFORD A-type unit with Scammell  
couplings, P6 engine, £495.  
1956 AUSTIN extended-chassis 20-ft. platform truck,  
2-speed axle, petrol engine, £395.  
1956 GUY Otter, 4LK Gardner engine, 2-speed axle,  
long-wheelbase platform lorry, £425.  
1956 November, FORD 4D 30-cwt. diesel van, £275.

1955 AUSTIN B.M.C. Luton van, 900 cu. ft.  
capacity, 4-cyl. B.M.C. diesel engine, bargain,  
£525.  
1955 AUSTIN Luton van, 900 cu. ft. approx., 4-cyl.  
B.M.C. diesel engine, £495.  
1955 SEDDON 3-ton boxvan, diesel engine, choice  
of three, each £375.  
1954 SEDDON Mark 7 15-ft. flat, £350.

1954 DODGE long-wheelbase drop-sided truck,  
Perkins diesel, 900 x 20 tyres, in first-class  
condition, £395.  
1954 August, 2-ton FORD Cost Cutter petrol vans,  
in excellent condition, £145.  
1954 BEDFORD 30-cwt. van with Perkins P4 engine,  
separate cab, £335.  
1954 AUSTIN Luton van, diesel engine, 950 cu. ft.  
approx., very good condition, £345.  
1954 GUY Otter, 4LK Gardner engine, 2-speed axle,  
long-wheelbase platform lorry, £275.

1951 SWAN-NECKED trailer with Scammell coupling, 825 x  
10 tyres, £235.  
1957 FORD Zephyr Mark II saloon, radio, heater,  
all extras, one owner, 50,000 miles from new,  
specimen condition, £635.  
1957 July, Vauxhall Victor saloon, one owner,  
driven 16,000 miles, regularly maintained, per-  
fect condition, £565.

### YOUR INSPECTION INVITED.

Let us quote a body (all types) built to your own  
specification.

W. JONES (MANCHESTER), L. TD.,  
TROJAN AGENTS,  
RUTLAND STREET GARAGES, SWINTON.  
All inquiries: Phone, Swinton 2036 and 2037.  
Telegraphic address: Moniesaver, Swinton, Lancs.

Garage open daily (including Sundays), week-end 10 a.m.  
to 5 p.m. 859-36

MARSTON MOTOR CO., L. TD.,  
SEVEN SISTERS ROAD, TOTTENHAM,  
LONDON, N.15.  
Phone, Stamford Hill 8000.

USED LUTONS FROM STOCK.  
1957 FORD Thames 4D, 950 c.f. pantech, £745.  
1955 AUSTIN 3-ton normal control diesel, 1.00 c.f.  
Luton van.  
1955 FORD 3-4-ton diesel, 1.500 c.f., alloy pan-  
tech-nicon.  
1952 BEDFORD passenger chassis, integral pantech-  
nicon, 1.500 c.f., Perkins diesel conversion,  
June, 1958.  
1951 BEDFORD passenger chassis, integral pantech-  
nicon, 1.500 c.f., Perkins diesel conversion,  
June, 1958.

MISCELLANEOUS Used Commercial.  
1957 BEDFORD Workobus, red-cream, £375.  
1958 DODGE 5-ton, P6 diesel, platform lorry, 8.25  
x 20 tyres, £315.  
1958 MORRIS 13-seater Minibus, £450, 859-156

## Used Goods Vehicles (contd.)

### TRUCKS.

1953 FORD 3-ton long-wheelbase drop-side truck  
with canopy, 4-cylinder petrol, £175.  
1952 BEDFORD 7-ton long-wheelbase drop-side  
truck, petrol, £150.  
1951 BEDFORD 6-ton long-wheelbase flat truck,  
diesel, £250.  
1955 SEDDON 30-cwt. long-side truck, diesel, good  
order, £295.  
1948 SEDDON 6-ton long-wheelbase truck, diesel,  
£150.  
1954 BEDFORD 5-ton long-wheelbase cattle truck,  
diesel, £450.  
1952 BEDFORD 3-ton long-wheelbase drop-side  
truck, petrol, £165.  
1957 BEDFORD 6-ton long-wheelbase drop-side  
truck, diesel, 17-ft. 6-in. body, £595.

### TIPPERS.

1953 BEDFORD 5-ton short-wheelbase tipper, petrol,  
£250.  
1953 BEDFORD 7-ton short-wheelbase tipper, petrol,  
£250.  
1956 COMMERCIAL 5-ton medium-wheelbase tipper,  
diesel, £350.  
1955 BEDFORD 5-ton short-wheelbase tipper, petrol,  
8-cu.-yd. body, excellent order, £315.  
1956 BEDFORD 7-ton short-wheelbase tipper, diesel,  
7-cu.-yd. body, excellent order, £550.

### VANS.

1952 BEDFORD 5-ton long-wheelbase Luton van,  
petrol, excellent order, £225.

### CONFIDENTIAL HIRE-PURCHASE TERMS.

### PART-EXCHANGES WELCOMED.

### GRAHAM BROTHERS (MOTORS), L. TD.

COMMERCIAL SALES DEPT.,  
799 CHESTER ROAD,  
STRETFORD, MANCHESTER.  
Phone, Tra 3311 (ext. 11), 859-266

### AT SANDY, BEDFORDSHIRE.

### JOHN JORDAN.

E.R.F. DISTRIBUTORS. ROOTES AGENTS. FORD  
AGENTS.

### GREAT NORTH ROAD.

Phone 271 (three lines).

### PLATFORM LORRIES.

NEW FORD 6D Trader artic. unit, fitted 20-ft. B.T.C.  
4-in-line semi-trailer, £1,250.  
NEW FORD 6D Trader, 7-ton long-wheelbase drop-  
sider.  
1956 DENNIS Pax, P6, 2-speed axle, heater,  
hydraulic scab loader, one owner, £450.  
1956 COMMERCIAL TS3, Rootes diesel, 18-ft. platform,  
new engine and gearbox recently fitted, £725.  
1956 DODGE 8-ton heavy Model 3146, R6, 18-ft.  
platform, £650.  
1951 Registered E.R.F. Type C1, 4LW, 5-speed, 16-ft.  
drop-side, one owner, Michelin C205, excellent  
order, £350.  
1949 MAUDSLAY Mogul Mar II, 18-ft. platform,  
new tyres, £250.  
1949 A.E.C. 4-wheeler, 7.7, alloy cab, 17-ft. 6-in.  
alloy platform, £150.  
1954 LEYLAND Comet long-wheelbase, filter  
Hemalloy Airflo bulk cement body, £625.  
ONE acre of cheaper vehicles, let us have your  
inquiries.  
VANS.

June, AUSTIN 3-ton diesel van, normal  
control, separate cabs, plastic roof lights, well  
some fitted new engines, £295 each; choice of  
size.  
1956 FORD 4D standard 2-ton diesel van, £245.

Ditto, petrol Cost Cutter, £185.

1954 BEDFORD CA vans, £295.

1949 BEDFORD 5-ton van, ex large confectioner,  
£70 each.

1960 AUSTIN A55 pick-up truck, £525.

1955 MORRIS 4-5-ton long-wheelbase integral van,  
fitted two roller shutters each side and rear,  
one owner, £275.

1954 MORRIS 2-ton van, plastic roof, excellent,  
£195.

NEW FORD 15-cwt. van, ex stock.

1955 COMMERCIAL 8-cwt. EDV, dove grey-fawn, £285.

SEVERAL MORRIS Oxford pick-up trucks from £185

PANTECHNICONs, tippers.

WANTED, special A licences for Eastern and East  
Midland Areas, all weights, all vehicles.  
LOWEST H.P. Your vehicle taken in part-exchange.  
Open Sunday mornings. 859-528

BENTLEY BROS. (SHEFFIELD), L. TD.,  
MAIN BEDFORD DEALER,  
SHEFFIELD.

1956 FORD, 4D, chassis cab, with meat container  
body, £300.  
1955 GUY Otter, 16-ft. body, 4LK, Eaton 2-speed,  
£450.  
1955 GUY Otter, 18-ft. body, P6, Eaton 2-speed,  
£400.  
1955 GUY Vixen, Meadows petrol engine, 16-ft.  
drop-side, £300.  
1954 SEDDON diesel tipper, £360.

ALL vehicles in excellent condition. Many others to  
choose from including good selection of light vans.  
Facilities available.  
WRITE or phone for details.  
THE WICKER, Sheffield, 3. Phone 29281. 859-260  
A37



Used Goods Vehicles (contd.)

**FORD AND SLATER, L. TD.**  
**LEYLAND, ALBION, SCAMMELL**  
**TIPPERS.**

- 1958** LEYLAND Comet, one normal-control medium-wheelbase tipper, alloy fixed-side and two timber drop-side bodies.
- 1957** LEYLAND Comet, normal-control medium-wheelbase tipper, 14-ft. timber double-drop-side body.
- 1957** LEYLAND Comet normal-control medium-wheelbase 14-ft. by 2-ft. 6-in. tipper, drop side.
- 1957** B.M.C. 5-ton diesel tipper, 9-ft. timber drop-side body.
- 1954** BEDFORD 7-ton tipper, 6-cu.-yd. steel U body, petrol engine.
- 1955** BEDFORD 5-ton, P6, 13-ft. 6-in. timber double-drop-side body.
- 1954** DODGE 7-ton tipper, chassis-cab and tipping gear only, R6 engine.
- 1951** MORRIS 5-ton diesel tipper, 5-cu.-yd. timber drop-side body.
- 1950** LEYLAND Comet, normal control, short wheelbase, 10-ft. 9-in. by 2-ft. 6-in. timber drop-side.
- 1953** BEDFORD 5-ton, P6, 13-ft. 6-in. by 7-ft. 6-in. by 2-ft. 6-in. timber drop-side.
- 1958** BEDFORD 7-ton, G.M.C. engine, 14-ft. by 4-ft. steel fixed sides.
- 1948** SEDDON 6-ton, P6, 11-ft. 6-in. by 4-ft. timber drop-side.
- 1953** LEYLAND Comet, normal control, medium wheelbase, 14-ft. timber drop-side.
- 1955** DODGE 6-ton, P6, 14-ft. by 1-ft. 9-in. timber drop-side.
- 1954** A.E.C. 8-wheel tipper, 21-ft. 6-in. by 4-ft. steel fixed sides.
- 1956** LEYLAND Comet, normal control, medium wheelbase, 14-ft. timber drop-side.
- 1953** SEDDON 4-ton, P4, 10-ft. timber drop-side.
- 1955** ALBION Chieftain, 13-ft. by 2-ft. alloy double-drop-side.
- 1955** LEYLAND Comet normal-control medium wheelbase, 13-ft. 4-in. by 1-ft. 6-in. timber drop-side.
- 1956** LEYLAND Comet normal-control medium wheelbase, 14-ft. by 2-ft. 9-in. timber drop-side.
- 1955** DODGE 7-ton, 14-ft. by 3-ft. 6-in. alloy double-drop-side.

**PLATFORMS.**

- 1958** LEYLAND Comet long-wheelbase forward-control chassis and cab only.
- 1957** AUSTIN 5-ton diesel, 14-ft. 3-in. timber platform bodies, choice of two.
- 1957** COMMER TS3, 19-ft. timber drop-side body.
- 1957** BEDFORD 7-ton, Leyland engine, 18-ft. timber flat.
- 1956** BEDFORD 7-ton, R6 engine, 16-ft. timber flat.
- 1956** ALBION Chieftain, 15-ft. 6-in. alloy flat.
- 1955** DODGE 6-ton, P6, 16-ft. timber drop-side body.
- 1948** MAUDSLAY 7-ton, 17-ft. 6-in. timber flat.
- 1948** MAUDSLAY twin steer, 20-ft. timber flat, choice of two.
- 1954** SENTINEL 7-ton, 17-ft. 9-in. timber flat.
- 1950** SEDDON 6-ton, P6, 16-ft. 9-in. timber flat.
- 1953** LEYLAND Comet, normal control, medium wheelbase, 16-ft. 9-in. timber flat.
- 1946** FODEN 7-ton, 17-ft. 10-in. timber drop-side.
- 1950** MAUDSLAY Mogul, A.E.C. 7.7 engine, 20-ft. timber flat.
- 1957** LEYLAND Comet, forward-control long-wheelbase, 19-ft. timber flat.
- 1954** ALBION Chieftain, 10-ft. 6-in. alloy flat.
- 1952** DENNIS 20-ft. 9-in. timber flat.

**VANS.**

- 1955** BEDFORD 7-ton, R6, fitted 16-ft. 9-in. by 7-ft. by 7-ft. 6-in. van body.
- TO BE SEEN AT MACAULAY STREET, GRIMSBY:—**
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- 1957** BEDFORD 7-ton truck.
- 1951** DODGE drop-side (petrol).

**FORD AND SLATER, L. TD.**  
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OFFER THE FOLLOWING USED VEHICLES.

- 1958** Thames 7-ton diesel long-wheelbase drop-side truck, excellent condition, £750.
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- 1955** ALBION Claymore diesel 5-tonner long-wheelbase truck, alloy drop-side body, wood floor, well tyred, Burtonwood tail lift fitted, unladen weight 2 tons 19 cwt. excellent condition, £700.
- 1955** COMMER forward control (Q4), P6 diesel, long-wheelbase platform, 17 ft. 6 in., in excellent condition, unladen weight 2 tons 19 cwt., £425.
- 1950** SEDDON 6-ton diesel platform, sound condition throughout, well tyred, unladen weight 3 tons, £175.

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- 1956** October, A.E.C. 9.6 Majestic twin-steer platform lorry, air brakes, good order throughout, unladen weight 5 tons 14 cwt. 2 qrs.
- 1955** July, LEYLAND Comet 90 hydraulic tipper, 10-cu.-yd. all-metal body, unladen weight 4 tons.
- 1953** ALBION Chieftain, body rough, unladen weight 2 tons 19 cwt. 98 lb., best offers over £380.
- 1952** VANGUARD van, new diff., good order.
- 1952** E.R.F. 5LW unit, good order throughout, including cab and 18-ft. flat, and tyres as new, unladen weight 4 tons 18 cwt. 2 qrs.
- 1951** FORD Thames petrol lorry, 14-ft. platform, unladen weight 2 tons 12 cwt. 28 lb.
- 1950** COMMER (petrol) 5-ton, fitted 2-tier sheep float, good order, unladen weight 3 tons 4 cwt. 34 lb.
- 1949** MAUDSLAY Meritor 8-wheel double-drive chassis and cab only.
- 1949** ATKINSON 4LK unit platform lorry, good order, unladen weight 3 tons.
- 1948** SEDDON P6 unit platform lorry, good running order, unladen weight 2 tons 17 cwt. 67 lb.
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A.E.C. 7.7 engines, from £50 each. Leyland 7.4, 8.6 Leylands from £35 each. Gardner 5LW units complete with Dennis flywheel and other conversion parts, Leyland Comet engines and gearboxes.

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- 1955** 7-ton SEDDON P6 platform vehicle.
- 1954** DENNIS Falcon diesel 33-seater coach, Gurney-Nutting body, certificate of fitness March, 1963, in very good order, £1,275.
- 1954** AUSTIN 5-ton P6 insulated meat van, £200.
- 1954** COMMER Karrier insulated meat van, £215.

**NEW VEHICLES EX STOCK**

- TWO** Thames 15-cwt. vans in primer, with side loading doors.
- EDBRO** Thames Trader 7-ton 6-cu.-yd. Edbro tippers, with heavy-duty equipment, ex stock.
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293 LIVERPOOL STREET, SALFORD, 5.  
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- 1955** LEYLAND Octopus, 600 engine, 5-speed box, double drive, brakes, good condition; chassis of three.
- 1953** ATKINSON 8-wheeler, 6LW Gardner engine, 5-speed gearbox, double drive, 24-ft. 6-in. timber body.
- 1955** THORNycroft Trident tipper, 13-ft. 6-in. timber body, 4-ft. sides, twin underbody mud flaps, very good condition.
- 1957** LEYLAND Octopus, in very good condition.
- 1958** COMMER TS3 6-wheeler, Boys axle, 22-8.
- 1954** LEYLAND Comet 90 engine, bonneted-type 19-ft. body, 2-speed axle, tidy condition.
- 1957** LEYLAND Octopus, 24-ft. 6-in. timber body, excellent condition.
- 1956** ALBION Reiver, 23-ft. timber body, double drive, 4-cylinder Albion engine, choice of four, very good condition.
- 1951** LEYLAND Twin Steer, 21-ft. 6-in. timber body, 6-cylinder Leyland engine.
- 1955** ALBION Chieftain, 17-ft. timber body, 18-in. side and tailboard, very good condition.
- 1952** FODEN 8-wheeler, 2-stroke engine, 24-ft. 6-in. body, good condition.
- 1957** FODEN 8-wheeler, 2-stroke engine, 24-ft. 6-in. timber body, sound condition.
- 1956** GUY Warrior, Meadows engine, 5-speed gearbox, 2-speed rear axle, 21-ft. body, good condition.
- 1956** SEDDON MKD, Perkins P6 engine, 2-speed rear axle, fitted with Luton van body, 21-ft. long, very good condition.
- 1956** Selection of BEDFORD 7-ton flat tippers, both petrol and oil, good condition.
- 1958** FORD Trader 7-tonner, 21-ft. body, high loading board, 6D engine, Hydovac brakes, good condition.
- 1954** ATKINSON Twin Steer, 22-ft. body, 5LW Gardner engine, good condition.
- 1955** RUTLAND Roalloy, 17-ft. 6-in. timber body, P6 engine, excellent condition.
- 1958** FODEN 8-wheeler, 6LW Gardner engine, standard gearbox with overdrive, 24-ft. 6-in. timber body, very good condition.
- 1958** A.E.C. Mercury tractor, less fifth-wheel, choice of two, excellent condition.
- 1955** Selection of FORD tippers and flats, all 40.
- 1955** SEDDON 5L, Perkins P6 engine, 16-ft. wooden platform body, good condition.
- 1955** AUSTIN Loadstar, P6 engine, 12-ft. 6-in. wooden platform body, good condition.
- 1954** ATKINSON 8-wheeler, 6LW Gardner engine, double drive, platform body, good condition.

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PART-EXCHANGES ARRANGED 859-216

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- 1956** SEDDON diesel (P6) truck, alloy body, ready for service, £550.
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- 1954** FORD, petrol, boxvan, approximately 650 m. ft., £165.
- 1954** FORD, petrol, boxvan, approximately 750 m. ft., £250.
- 1952** GUY Vixen, Luton van, petrol, 950 cu. ft., £250.
- 1952** November, LEYLAND Comet 90, diesel, 18-ft. flat platform, very sound machine, £625.
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- 1957** GUY Otter 4LK engine, tipper, Homalloy body.
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- 1955** FORD ET7 short-wheelbase tippers, P6 engine, steel bodies.
- 1955** BEDFORD A-type long-wheelbase, P6 engine, chassis and cab.
- 1954** THORNycroft Trident long-wheelbase platform 21 ft. 6 in., CR6 diesel.
- 1954** BEDFORD 7-ton, R6 engine, 22-ft. platform.
- 1954** LEYLAND Hippo tipper, 18-ft. body, 600 engine.
- 1953** A.E.C. Matador, 7.7 engine, 20-ft. platform.
- 1950** FODEN FG long-wheelbase platform, 4LW.

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**SEDDON** 1958 Mark 15-6, maximum load 4-wheeler, Gardner 4LW engine, latest-type cab and radiator grille, Eaton 2-speed axle, 20-ft. platform body, 9,000 x 20 14-ply tyres, 3 tons 17 cwt. 70 lb. special A licence, expiring as a special A 1962.  
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**FODEN** new 4-wheeler, with air discharge equipment. End-loading gear, can be used as an ordinary platform vehicle, £4,350.

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**BEDFORD** 1957 R6 Boys rigid 6-wheeler, 21-ft. platform body, clean condition throughout, £1,250.  
**BEDFORD** 1954 5-ton long-wheelbase, Comet engine, drop-side body, £750.  
**SENTINEL** 1955, fitted with Gardner 5LW engine, vertical in the cab, trailing axle 6-wheeler, all good tyres, platform body, this engine was fitted new about a year ago and the complete machine is in exceptionally good condition, performs well, £750.  
**ALBION** Chieftain 1954 4-ton long-wheelbase platform, A good condition, £550.  
**LEYLAND** Comet 1951 long-wheelbase, 18-ft. platform body, normal control, good condition throughout, £550.  
**BEDFORD** 1954 7-ton long-wheelbase drop-side, R6 engine, good condition throughout, £350.  
**BEDFORD** 1955 7-ton petrol long-wheelbase drop-side, good condition, £350.  
**BEDFORD** 1951 7-ton petrol long-wheelbase platform, good condition throughout, £300.  
**MORRIS** 1949 6-ton long-wheelbase diesel, good condition, all good tyres, £300.  
**FORDSON** Suxsex long-wheelbase double-drive platform, petrol engine, very well maintained vehicle, £200.  
**E.R.F.** 1948 4LW long-wheelbase drop-side, fair condition, £125.  
**SEDDON**, several, 1948-53, £75-£175.

**BEDFORD** 1955 5-ton, P6, A-type, standard drop-side, £425.  
**DENNIS** Stork, 1954, good condition throughout, good 10-tonner for local delivery, walk-in cab, £250.  
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**A.E.C.** Mercury 1956 standard wood-body tipper, underbody tipping gear, in good condition throughout, £750.  
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**AUSTIN** 1951 petrol Loadstar, fitted with 21-ft. Tasker trailer, good condition, £350.  
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**BEDFORD** Scammell 1954 10-ton tractor unit, R6 engine, all good tyres, complete with articulated low-loading pantechonion, just over 1,700 cu. ft. capacity, walk-in tailboard, double doors, removable extra deck, about 4 ft. 6 in. in extremely good condition throughout, one C-licensed user.

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**1955** LEYLAND "Comet" forward-control short-wheelbase tipper; choice of two.

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**1955** ALBION Reiver 6-wheel tipper, double drive.

**1957** B.M.C. 3-ton long-wheelbase platform, diesel.

**1956** B.M.C. 5-ton normal control short-wheelbase tipper.

**1955** ALBION Chieftain long-wheelbase drop-side.

**1955** ALBION Claymore long-wheelbase, alloy platform body.

**1951** VULCAN short-wheelbase tipper, P6 engine.

**1945** FODEN 8-wheeler, long wheelbase, drop-side body, reconditioned 6LW.

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**1957** ALBION Reiver 6-wheel, double drive, new Leyland engine.

**1956** ATKINSON 8-wheel 24-ft. flat, reconditioned engine, new tyres.

**1954** ATKINSON 4LW 15-ft. hydraulic tipper.

**1951** ATKINSON 8-wheel double-drive 24-ft. drop-sided truck.

**1952** AUSTIN long-wheelbase 5-ton hydraulic tipper.

**1956** BEDFORD 5-ton A-type long-wheelbase drop-sided truck.

**1956** BEDFORD 7-ton long-wheelbase drop-sided truck.

**1954** BEDFORD A-type 600 cu. ft. van, petrol engine.

**1949** BEDFORD long-wheelbase 5-ton hydraulic tipper, 15-ft. drop-side body, new P6 engine.

**1959** B.M.C. York 6-wheel hydraulic tipper, large coal body.

**1957** B.M.C. 7-ton, Baico extension, 20-ft. flat.

**1952** DENNIS Pax short-wheelbase hydraulic tipper, new P6 engine, reconditioned.

**1955** DODGE R6 7-ton 15-ft. hydraulic tipper.

**1954** DODGE long-wheelbase 13-ft. hydraulic tipper, P6 engine.

**1953** DODGE 7-ton R6 15-ft. hydraulic tipper, new tyres.

**1947** E.R.F. hydraulic tipper, reconditioned 4LW engine, drop side.

**1946** FODEN 8-wheel double-drive hydraulic tipper, reconditioned engine, new tyres.

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**1956** FORD D long-wheelbase truck, new engine.

**1956** FORD D steel-bodied tipper, very clean.

**1956** LEYLAND 8-wheel double-drive 22-ft. hydraulic tipper, very clean.

**1952** LEYLAND Comet, choice of two.

**1956** SEDDON long-wheelbase 15-ft. hydraulic tipper.

**TILLING-STEVENS** passenger chassis, fitted 1,500-cu. ft. furniture van body, with seating for five passengers.

**TRAILER**, 24-ft. flat, double wheels, £275.

ALL types of bodies built in wood and alloy.

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**1953** AUSTIN 5-ton boxvan, petrol, 7.50 by 20 tyres.

**1955** MORRIS LD2 van, 30-cwt., petrol, 7.50 x 20 tyres, primer, reconditioned engine to be fitted.

**1957** AUSTIN 3-ton diesel drop-side truck, Perkins P6 engine, 7.50 x 20 ty. es.

**1957** Thames Trader 5-ton platform truck, 6D engine, fitted 8.25 x 20 tyres and 7-ton spring equipment.

**1954** BEDFORD 7-ton petrol drop-side truck, painted cream and brown.

MOST MORRIS COMMERCIAL VEHICLES.

PETROL AND DIESEL, AVAILABLE FOR EARLY DELIVERY. 859-8590

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**1958** BEDFORD Utilabrack, choice of several one-owner vehicles, from £425.

**1957** BEDFORD 10-12-cwt. CA vans, choice of several, from £225

Used Goods Vehicles (contd.)

**BEECH'S GARAGE (HANLEY), L. TD.**  
DISTRIBUTORS FOR E.R.F., SEDDON, GUY.  
1959 Thames Trader 7-tonner, 17-ft. 6-in. drop-sided body, 9.00 by 20 tyres, as new.  
1957 B.M.C. 7-ton long-wheelbase, 18-ft. drop-sided body, 2-speed axle, 8.25 x 20 tyres, in excellent condition.  
1955 BEDFORD 7-tonner, Scammell tractor, R6 engine, complete with 23-ft. 10-ton platform trailer.  
1958 COMMERCIAL 6-wheeler, Boys extension, 22-ft. drop-sided body, 9.00 x 20 tyres, air excellent condition.  
1958 COMMERCIAL diesel artic. 6-wheeler, S.A.E. coupling, hand tipping trailer with 18-ft. by 7-ft. 6-in. by 4-ft. fixed-sided body on 9.00 x 20 tyres, in excellent condition.  
1957 E.R.F. Twin Steer, 6LW engine, 20-ft. drop-sided body, D20 tyres, in first-class condition.  
1958 SEDDON long-wheelbase hydraulic tipper, fixed-sided body, 15 ft. by 4 ft. by 7 ft., P6 engine, tyres, in good condition.  
1942 E.R.F. Twin Steer, 20-ft. drop-sided body, D.20 tyres, in good condition.  
1953 A.E.C. Monarch, 7.7-litre engine, 10.00 x 20 tyres, 18-ft. platform body, ex C-licence user, in first-class condition.  
1954 BEDFORD A-type petrol steel-bodied tippers, choice of several.  
1958 A.C.C. of wheeler, 11.3 engine, double drive, 24-ft. 6-in. alloy drop-sided body, new 10.00 x 20 tyres, Syndronic lubrication, as new.  
1959 BEDFORD 7-ton long-wheelbase tipper, 15-ft. by 4-ft. double-drop-sided body, Leyland engine, 2-speed axle, new 9.00 x 20 tyres, as new.  
NEW BEDFORD 12-ton tractor, Scammell coupling, Leyland engine, 3-speed box.

**BEECH'S GARAGE (HANLEY), L. TD.**  
LEEK ROAD, HANLEY, STOKE-ON-TRENT.  
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**CHASERSIDE MOTOR CO. L. TD.**  
GREAT CAMBRIDGE ROAD,  
ENFIELD, MIDDLESEX.  
FORD MAIN DEALERS.  
Phone, Enfield 3456.

1954 7-ton long-wheelbase DODGE platform truck, in very good condition, 5-speed gearbox, R6 engine overhauled in 1959, £495.  
1955 BEDFORD CAV van, excellent condition, £230.  
1956 BEDFORD CAV van, excellent condition, £250.  
1957 BEDFORD long-wheelbase diesel truck, Model ASLD, complete with hoops and sheet, excellent condition throughout, one owner used on C licence only, £550.  
20' flat-bed artic. trailer, complete with both couplings (B.T.C.), £95.  
NEW Thames Trader 2-ton, Edbro tipper (3-yd.) for immediate delivery, list price. 859-525

**W. RAY PARK GARAGES, L. TD.**  
MORRIS DISTRIBUTORS,  
REIGATE 2263 (SURREY).  
NEW VEHICLES AVAILABLE FOR  
IMMEDIATE DELIVERY.

MORRIS-COMMERCIAL 3-ton FG drop-side truck, diesel.  
MORRIS-COMMERCIAL 30-cwt. FG chassis-cab, petrol and diesel.  
MORRIS 1-ton van in green.  
88-IN. diesel LAND ROVER.

GOOD STOCKS OF  
SECOND-HAND VEHICLES

AS BELOW:—

MORRIS 1958 1-ton van, in good condition, £310.  
1956 AUSTIN 5-ton drop-side truck, £435.  
1955 AUSTIN 1-ton LD1 van, in primer, £275.  
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LEYLAND AND ALBION STOCKISTS.  
Phone, Kempsey 439 and 417.

1957 COMMERCIAL TS3 forward-control diesel platform truck, £900.  
1955 BEDFORD 5-ton forward-control diesel with alloy drop-side truck, £475.  
1955 COMMERCIAL 5-ton diesel drop-side truck, £475.  
1954 AUSTIN Loadstar diesel platform truck, £325.  
1954 SEDDON forward-control diesel 7-ton platform truck, £450.  
1954 FORD 4D 3-ton long-wheelbase drop-side truck, £325.  
1953 FORD Thames 4-cylinder petrol 5-ton drop-side truck, £250.  
1951 COMMERCIAL 5-ton petrol drop-side truck, £150.  
1950 COMMERCIAL 7-ton forward control, petrol (new engine), alloy body, £325.  
1949 LEYLAND Comet 8-ton diesel drop-side truck, £395.  
1949 MAUDSLAY, A.E.C. 7.7 engine, 8-ton forward-control drop-side truck, £300.  
1948 SEDDON 7-ton forward-control diesel platform truck, £200.  
1947 MAUDSLAY forward-control diesel 8-ton drop-side truck, £200.  
SEVERAL more to clear.

TERMS arranged on all vehicles.

**CARMICHAEL AND SONS (WORCESTER), L. TD.**  
CLERKENLEAP,  
WORCESTER. 859-34

Used Goods Vehicles (contd.)

**S. HUGHES (COMMERCIAL), L. TD.**  
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NEW A.E.C. Mercury, 17-ft. 3-in. wheelbase.  
NEW A.E.C. Mandator tractor.  
NEW ALBION Chieftain.  
NEW ALBION Chieftain chassis and cab, fitted 900 x 20 tyres, Milshaw gear and rack stabilizer.  
NEW ALBION Chieftain with 6-speed box and 900 x 20 tyres.  
NEW ALBION Reiver 6-wheeler tipper chassis.  
NEW ALBION Reiver, single drive.  
NEW BEDFORD, 18-ft. drop-sided body.  
NEW BEDFORD 12-ton tractor, Scammell coupling.  
NEW BEDFORD 7-ton tipper.  
NEW E.R.F. tractor.  
NEW FORD Traders, 138-in. wheelbase tippers, drop-sided body, 900 x 20 tyres.  
NEW FORD Trader 7-tonner, 900 x 20 tyres, fitted with Frumrose 6-wheel conversion, 900 x 20 tyres.  
NEW FORD, 160-in. wheelbase, 900 x 20 tyres.  
NEW FORD Anthony hoist tippers, 108-in. wheelbase 900 x 20 tyres.  
NEW FORD Trader 7-tonner, 900 tyres, Baico extension to take 21-ft. 6-in. body.  
NEW LEYLAND Beaver tractors, fitted 5th-wheel coupling.  
NEW LEYLAND Comet 3R.

**USED 8-WHEELERS.**  
1955 LEYLAND Octopus 600, double drive, 24-ft. flat, fitted reconditioned engine.  
1950 MAUDSLAY, 6LW, double drive, 900 x 20 tyres, very good condition.  
1950 ATKINSON, 6LW, double drive.  
1949 FODEN, 24 ft., 40 x 8 tyre equipment.

**USED TIPPERS.**  
1953 A.E.C. 9.6, 18-ft. 6-in. alloy body. Pilot gear, with Dyson tipping trailer, immaculate, complete.  
1952 ALBION HD long-wheelbase tipper.  
1950 FODEN 6LW, Milshaw gear and rack stabilizer, 22-ft. 6-in. alloy body, fitted 1959, 40 x 8 tyre equipment.  
1946 ATKINSON 6LW, twin-ram gear fitted, 21-ft. wood body, fixed sides, 40 x 8 tyre equipment.  
1946 E.R.F. 7.7, fitted new gear and body.  
1958 BEDFORD, Leyland Comet engine, Milshaw gear and 16-ft. 6-in. alloy body, 900 x 20 tyres, choice of three.  
1957 LEYLAND Comet 4-wheeler, Eaton 2-speed, 17-ft. alloy body, as new.

**USED ARTICULATED VEHICLES.**  
1956 SEDDON R6, Eaton 2-speed, fitted with 24-ft. Carrimore trailer, 900 x 20 Michelin tyres, one private C-licence operator.  
1952 ALBION HD tractor, fitted with new 4-in-line B.T.C. trailer on 1000 x 20 (16-ply) tyres.

**USED TWIN STEERS AND 6-WHEELERS.**  
LEYLAND Hippo.  
1956 Registered September, A.E.C. Majestic 9.6, complete with trailers, C-licence operators, choice of two.  
1954 A.E.C. Majestic Twin Steer.  
1951 FODEN 6-wheeler, double drive.  
1951 ATKINSON 6LW, double drive, in first-class condition.  
1951 LATE 1949 E.R.F. Twin Steer, 5LW.  
1948 ATKINSON, fitted 5LW, double drive.  
1947 ALBION Reiver, Leyland Comet engine.  
1945 46 E.R.F. Twin Steer, fitted 7.7 engines, choice of three.

**USED 4-WHEELERS.**  
1956 BEDFORD S type, R6 engine, long wheelbase.  
1958 LEYLAND Comet, Eaton 2-speed, forward control.  
1957 LEYLAND Comet, forward control, Eaton 2-speed.  
1955 ALBION Chieftain, fitted with alloy body and sides, first-class condition throughout.  
1954 55 SEDDONS.  
1954 A.E.C. Monarch, 7.7 engine, fitted with 9.00 x 20 tyres, 20-ft. 6-in. bodies, C-licence operator.  
1954 THORNYCROFT Sturdy, fitted with 21-ft. body, fitted 4LK.  
1953 LEYLAND Comet 90 standard lorry, good mechanical condition.  
1949 A.E.C. Monarch, choice of three.  
CHOICE of 50 other 4-wheelers, cheap to clear.  
NEW trailers in stock by Scammell, Dyson and Carrimore.  
WE have the following engines for immediate disposal.  
6LW, 5LW, 4LW, complete, 4LK, Perkins P6 and Perkins R6, 4, 5-speed gearboxes, all makes.  
PS1 Engines and A.E.C. 7.7. Back axles and gearboxes for all makes.

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**W. HAROLD PERRY, L. TD.**  
STATION BRIDGE,  
WEALDSTONE, MIDDLESEX.

1956 Thames 4D 5-ton long-wheelbase truck, £481.  
1958 Trader 4D 5-ton platform long-wheelbase, £770.  
1956 Thames 4D 5-ton platform long-wheelbase, £685.  
1958 Thames 6-cu.-yd. tipper, £825.  
1952 Thames 5-ton boxvan, long wheelbase, £295.  
1954 Thames 5-ton boxvan, £450.  
1955 Thames 4-ton long-wheelbase platform truck, £395.  
1951 THORNYCROFT 6-ton Sturdy Star, £250.  
1958 (First registered) 7-ton DENNIS Max, £250.  
1948 BEDFORD O-type prime mover, £175.  
BEDFORD 5-cu.-yd. tipper, £445.  
1956 BEDFORD Luton van, 1,250 cu. ft., £625.  
1956 SEDDON MK. VIII P6 artic. unit with trailer, £1,350.  
1955 BEDFORD 6-ton 7-cu.-yd. tipper, £500.  
1955 (First registered) BEDFORD 5-ton tipper, £230.  
1950 1-2 Long-wheelbase BEDFORD trucks from £100.  
1956 Thames 4D 30-cwt. van, £375.  
1956 Thames 30-cwt. truck, £275.  
1956 Thames long-wheelbase 5-ton truck, 4D, £350.

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OPEN UNTIL  
7 P.M. MONDAYS TO FRIDAYS.  
AND TO  
5.30 P.M. SATURDAYS. 859-269

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EARLY DELIVERY OF ALL THAMES MODELS AND IMMEDIATE DELIVERY OF THE FOLLOWING:—

TRADER 7-ton 6D 138-in. wheelbase chassis-cab.  
TRADER artic. unit on 8.25 x 20 tyres.  
TRADER artic. unit on 7.50 x 20 tyres.  
TRADER 5-ton 152-in. wheelbase 4D truck.  
1957 5-ton B.M.C. 6-cylinder diesel truck, 8.20 x 20 tyres, £590.  
1956 3-ton FORD 4D truck, £425.  
1956 4-ton FORD 4D truck with Balco extension, £390.  
1956 MORRIS 30-cwt. diesel truck, £390.  
1956 FORD 4D tippers, from £275.  
1956 MORRIS MINOR van, £250.  
1955 FORD 5-yd. tipper, £150.  
1941 ALBION 7-ton platform truck, 8.25 x 20 tyres, £150.  
20 BEDFORD tippers, £125 each.  
TWO FORD 10-cwt. vans, £60 each.

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1958 Thames Trader 7-ton diesel, Boys axle, 21-ft. platform, £1,050.  
1959 B.M.C. 5-ton diesel, H.D. springs, 18-ft. flat, £850.  
1958 BEDFORD diesel 7-ton long-wheelbase twin-ram tipper, 2-speed axle, high sides, £850.  
1958 Thames Trader diesel articulated unit, £600.  
1957 October, BEDFORD Comet long-wheelbase 7-ton twin-ram tipper, Eaton 2-speed axle, high sides, £900.  
1957 B.M.C. diesel articulated unit, 2-speed axle, Scammell coupling, £600.  
1956 November, LEYLAND Comet 7-ton long-wheelbase diesel twin-ram tipper with high sides, Eaton 2-speed axle, £1,000.  
1954 BEDFORD 7-ton diesel drop-side, £325.  
1953 BEDFORD 3-ton petrol van, £200.  
859-83

**BIRMINGHAM COMMERCIAL OFFER:—**  
1960 GUY Twin Steer LX.  
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1956 DODGE long-wheelbase.

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1958 MORRIS single-spec 5-ton for  
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1956 3-ton for  
1954 5-ton for  
1954 3-ton for  
1954 5-ton for  
1953 30-cwt. n.

**MISCELLANEOUS.**  
1956 FORD 30-cwt. diesel.  
1953 AUSTIN  
1952 DENNIS  
1950 AUSTIN  
1950 BEDFORD  
1956 MORRIS  
1956 FORD 10  
1954 AUSTIN  
1959 AUSTIN  
1955 AUSTIN  
1947 MAUDSLAY  
1957 FORD 4D  
DISTRIBUTORS' TIERMS and part  
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FULL range of vehicles available delivery.

**H.**  
SOUTH  
1958 COMMERCIAL mileage.  
1956 MORRIS 27-ft. do.  
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1950 E.R.F. gearbox, inside in excellent condition.  
1949 E.C.C. £125.  
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1952 FORD all-aluminium excellent condition.  
1955 BEDFORD body, w. several BEID can be viewed.  
A Large selection descriptions i

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1957 STAND  
1958 AUSTIN  
1958 STANDARD A demonstration  
1959 BEDFORD  
1957 BEDFORD  
1958 BEDFORD condition  
1955 BEDFORD duty  
1959 Febra drop-side  
1956 Novem P6 tip  
1953 Septem petrol  
1954 BEDF 750 cu.  
1954 7.50 x 20 12-ply  
1954 BEDF order t  
1955 B.M.C. £450.

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## MORRIS.

- 1958 MORRIS 7-ton drop-side lorry, power steering,  
single-speed.  
1957 5-ton forward-control drop-side lorry, diesel.  
1956 5-ton drop-side lorry, diesel, fitted power steering,  
2-speed axle.  
1954 5-ton forward-control drop-side lorry, diesel.  
1954 3-ton forward-control drop-side lorry, diesel.  
1954 5-ton forward-control drop-side lorry, 5.1-litre  
diesel.  
1953 30-cwt. normal-control drop-side lorry, petrol.

## MISCELLANEOUS.

- 1956 FORD 30-cwt. normal-control drop-side lorry,  
diesel.  
1953 AUSTIN 5-ton Loadstar, petrol.  
1952 DENNIS 5-ton large-capacity van.  
1950 AUSTIN 3-way loader van.  
1950 BEDFORD 10-cwt. van.  
1956 MORRIS J2 12-seater conversion.  
1958 FORD 10-cwt. van.  
1954 AUSTIN A55 pick-up.  
1950 AUSTIN large-capacity van.  
1955 MAUDSLAY platform lorry.  
1947 COMMERCIAL QX long-wheelbase drop-side lorry.  
1951 FORD 4D short-wheelbase diesel tipper.

DISTRIBUTORS' allowances on part-exchanges.

TERMS and part-exchanges arranged.

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FULL range of MORRIS-COMMERCIAL and B.M.C.  
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- 1958 COMMERCIAL diesel van, grey, one owner, low  
mileage, £595.  
1956 BEDFORD articulator A-type, diesel, £495.  
1955 MORRIS diesel tractor unit, complete with  
27-ft. double-drop-side Scammell trailer, £550.  
1954 GUY Gardner engine, 18-ft.  
aluminium platform body, 2-speed axle, tyres  
and vehicle in tip-top condition, £395.  
1951 COMMERCIAL Superpose van, P6 engine,  
roller shutters, tyres and vehicle in good con-  
dition, £195.  
1951 216 Cost Cutter engine, £95.  
1950 E.R.F., 3-4-ton, 4LK Gardner engine, 5-speed  
gearbox, 16-ft. double-drop-side, tyres and  
vehicle in excellent condition, choice of five, £295.  
1949 A.E.C. Regal coach, 7 engine, 4-speed box,  
18-ft.  
1948 GUY Wolf 50-cwt., choice of two, £99.  
DODGE Luton, P6 engine, 1,800 cu. ft. with well, in  
tip-top condition, £465.  
1954 BEDFORD A-type 27-ft. Scammell trailer with  
double-drop-side, P6 engine, excellent con-  
dition, £695.  
1952 FORD Sussex 6-wheeler cattle float, P6 engine,  
all-aluminium body, winch ramp, double-drive  
axle, excellent condition, £395.  
1955 Registered FORD 4D cattle float, all-aluminium  
body, winch ramp, one owner, £295.  
SEVERAL BEDFORD tippers, in excellent condition,  
can be viewed at our premises at any time.  
A Large selection of used commercial vehicles of all  
descriptions in stock. Your inspection invited.  
859-491

## GUARANTEED USED GOODS VEHICLES.

- 1957 STANDARD Vanguard estate, excellent order,  
£590.  
1958 AUSTIN A35 van, 22,000 miles, light grey,  
£345.  
STANDARD Atlas pick-up, unregistered, used for  
demonstrations only, £400.  
1959 BEDFORD 15-cwt. van, good condition, £395.  
1957 BEDFORD Workobus, good condition, £395.  
1958 BEDFORD Workobus, 2-tone grey-green, clean  
condition, £370.  
1955 BEDFORD 5-ton diesel, fitch plates and heavy-  
duty springs and tyres, mechanically good,  
£430.  
February, FORDSON 5-ton long-wheelbase  
drop-side diesel, in excellent condition, £850.  
November, BEDFORD 5-ton short-wheelbase  
P6 tipper, in excellent condition, painted blue,  
£375.  
1953 September, BEDFORD 5-ton short-wheelbase  
petrol tipper, reconditioned throughout, £425.  
1954 BEDFORD 5-ton long-wheelbase boxvan,  
750 cu. ft., fitted with Perkins P6 diesel engine,  
2.5-litre, in nice order, £350.  
1954 BEDFORD 4-ton van, diesel engine, in good  
order throughout, £300.  
1955 B.M.C. 7-ton long-wheelbase, in good condition,  
£450.

SHOWROOMS OPEN:  
9 A.M. TO 6 P.M. WEEKDAYS; 9 A.M. TO 1 P.M.  
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CLOSED SUNDAY.

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## COMBERHILL MOTORS, LTD.

INGS ROAD, WAKEFIELD.

(6771. 10 LINES).

COUNTY DISTRIBUTORS FOR

ATKINSON VEHICLES.

MORRIS-B.M.C. AGENTS.

- NEW ATKINSON L1786X (Gardner 6LX) 17-ton  
8-wheel double-drive chassis-cab.  
NEW ATKINSON T746X (Gardner 6LX 150 b.h.p.)  
4-wheel tractor, fifth-wheel coupling.  
NEW ATKINSON M645LW (Gardner 5LW) 8-10-ton  
4-wheel Milshaw twin-ram tipper, 15-ft. alloy body.  
NEW MORRIS (B.M.C. 5.1-litre) 7-ton 150-in. and  
160-in. wheelbase 4-wheeler chassis-cabs, ex stock.  
NEW MORRIS 7-ton 4-wheel 151-ft. Milshaw alloy  
tipper, ex stock.  
NEW MORRIS FG model 4-ton petrol chassis-cab,  
latest type cab, ex stock.  
NEW MORRIS FG model 2-ton diesel chassis-cab, latest  
type cab, ex stock.  
1959 BEDFORD S5T1 (Bedford diesel) 7-ton short-  
wheelbase platform and tipper, 2-speed axle.  
1958 ATKINSON L1786 (Gardner 6LW) 17-ton  
8-wheel 24-ft. platform, fibreglass body, 40 by 8.  
1957 ATKINSON L1786 (Gardner 6LW) 17-ton  
8-wheel Milshaw tipper, 30-cu.-yd. alloy body.  
(Registered) FODEN DG4-71 (Gardner 4LW)  
7-8-ton 4-wheel 15-ft. tipper.  
1957 AUSTIN-B.M.C. (5.1-litre) 5-ton long-wheelbase  
4-wheel platform, 8.25 by 20.  
1957 A.E.C. Mercury Mk. II (7.75-litre) 8-10-ton  
4-wheel 17-ft. Homalloy platform, very clean.  
1956 ATKINSON M644LW (Gardner 4LW) 7-8-ton  
4-wheel Milshaw tipper, 15-ft. alloy body.  
1956 ALBION Reiver 6-wheel double-drive 22-ft.  
platform truck, Michelin C.20.  
1956 54 SEDDON (Perkins P6) 6-7-ton 4-wheel long-  
wheelbase platform and tipper, choice of two.  
1955 A.E.C. Mammoth Major (9.6-litre) 8-wheel 25-ft.  
drop-sider, immaculate condition.  
1955 B.M.C. (5.1-litre engine) 7-ton 4-wheel 150-in.  
platform, 17-ft. body, 9.00 by 20.  
1955 LEYLAND (Comet 90 diesel) 7-8-ton 4-wheeler,  
20-ft. alloy platform, overtype cab.  
1955 ALBION Chieftain (diesel) 4-wheel long-  
wheelbase platform and tipper, choice of two.  
1955 FODEN EG4-5 (Gardner 6LW) 8-wheel, 3,600-  
gal. Darham spirit tanker, Tecalemit lub.  
1954

COMPLETE DETAILED LIST AVAILABLE.

YORK TRAILER DISTRIBUTORS.

SELF-FINANCED HIRE-PURCHASE FACILITIES.

EXCHANGES.

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Cambridge 56291.

OFFER THE FOLLOWING USED COMMERCIAL

VEHICLES:—

- IMMEDIATE delivery of AUSTIN 150-in. wheelbase all-  
steel 7-cu.-yd. tipper with power steering and 9.00 x  
20 tyres, £1,585 8s. 6d.  
1957 BEDFORD 4-ton normal-control prime mover,  
Scammell automatic coupling gear, Bedford 300  
diesel engine, £400.  
1957 AUSTIN forward-control prime mover, Scam-  
mell automatic coupling gear, B.M.C. diesel  
engine, £400.  
1958 BEDFORD Marshall Busette, grey, excellent  
condition, £425.  
1955 AUSTIN 5-ton forward-control platform truck,  
18-ft. alloy body, B.M.C. diesel engine, good  
condition throughout, £650.  
1953 BEDFORD 7-ton forward-control platform  
truck, Albion diesel engine, tyres fair,  
mechanical condition good, £300.  
1950 COMMERCIAL forward-control petrol platform  
truck, good condition, £100.  
1951 BEDFORD 6-ton insulated meat van, new  
engine just fitted, good tyres, £150.  
63 BRIDGE STREET, PETERBOROUGH.  
Phone 66011.  
1955 COMMERCIAL 15-cwt. van, green and black, good  
condition, £260.  
1956 MORRIS pick-up, grey, fitted heater, £310.  
1957 AUSTIN A50 van, grey, fitted heater and wing  
mirrors, good tyres, £385.  
1958 STANDARD 10 van, blue, £310.

AT 120 GOLDINGTON ROAD, BEDFORD.

Phone, Bedford 68386.

1952 BEDFORD 10-cwt. van, £95.

1954 AUSTIN A40 pick-up, green, fitted heater, £265.

AUSTIN 3-way loader, excellent tyres, new clutch and  
radiator just fitted, £110.

## MARSHALLS (CAMBRIDGE), LTD.

CAMBRIDGE. PETERBOROUGH, BEDFORD.

859-348

## HILLS.

- ATKINSON SLW 20-ft. platform lorry, first registered  
1954, £785.  
BEDFORD 5-ton long-wheelbase P6 diesel tipper, alloy  
body 12 ft. 6 in. by 6 ft. 8 in. by 8 in., 4-ft. fixed  
sides, 8.25 by 20 12-ply tyres, first registered October,  
1955, £545.  
BEDFORD 5-ton long-wheelbase coachbuilt platform  
lorry, petrol, one owner, first registered June, 1959,  
£765.  
BEDFORD 6-ton forward-control platform lorry (coach-  
built), 300 cu. in., diesel engine, 2-speed axle, approx.  
body length 17 ft., first registered 1956, £675.  
BEDFORD 7-ton forward-control 6-cu.-yd. U tipper,  
petrol, first registered 1958, £665.  
BEDFORD 8-ton normal-control Scammell tractor, one  
owner, first registered 1956, £345.

## HILLS GARAGES (MANCHESTER), LTD.

80-90 PORT STREET, MANCHESTER, 1.

Central 4311.

859-86

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## DUROSE GARAGE.

A.E.C. AUTHORIZED DEALERS.  
DODGE AND TROJAN DISTRIBUTORS.

- 1958 7-ton BEDFORD tipper, long-wheelbase alloy  
body, high-sided, Bedford engine.  
1956 SENTINEL 6-wheel tipper, A.E.C. engine,  
Brown box, 19-ft. high-sided alloy body.  
1950 THORNYCROFT Sturdy, special flat.  
1957 LEYLAND Comet, long-wheelbase double drop-  
side, Easton 2-speed.  
1948 SEDDON, P6, platform lorry.  
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1959 FORD Trader 7-ton long-wheelbase tipper, steel  
body.  
1954 THORNYCROFT Sturdy special, CR6 engine,  
20-ft. platform, 9.00 x 20 tyres.  
1954 THORNYCROFT Trident long-wheelbase platform  
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1955 COMMERCIAL TS3 7-ton tipper.  
1955 SEDDON 5L drop-sided, 9.00 x 20 tyres, condition  
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1955 BEDFORD tractor unit.  
1955 BEDFORD tractor unit with Scammell coupling,  
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1956 BEDFORD 7-ton drop side, choice of three.  
1954 BEDFORD 7-ton tipper, choice of two.  
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 1949 THORNYCROFT 5-ton 16-ft. 6-in. lift-off type cattle truck, diesel, £95.  
 1955 AUSTIN 5-ton normal control petrol drop-side, £260.  
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 VARIOUS 5- and 7-ton BEDFORD short- and long-wheelbase tippers.  
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 LEYLAND Beaver, 1955, 600 engine, air brakes, drop-side body and Crane, 4-wheeled trailer.  
 DODGE 1955 7-ton tipper, R6 engine, very clean.  
 ALBION Chieftains, 1954, 16-ft. 6-in. platform bodies.  
 FORD 4D 1955 5-ton with drop-side body.  
 LEYLAND Steer, 1951, 600 engine, platform body.  
 BEDFORD 5-ton, 1956, drop-sided body, petrol.  
 BEDFORD 7-ton, 1954, R6 engine, drop-sided body.  
 BEDFORD 5-ton 1956 tipper, petrol engine.

TERMS AND PART-EXCHANGES.

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- NEW LEYLAND Comet 3R, 21-ft. platform, immediate delivery.  
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 NEW LEYLAND Comet 3R, fitted with primrose third axle, 24-ft. platform with special A licence, 5 tons 5 cwt., Metropolitan Area.  
 1956 B.M.C. diesel 7-ton long-wheelbase drop-side lorry, to clear, £62.  
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 1950 DENNIS Max diesel, fitted 1,500-cu.-ft. pannetechon body, immaculate condition throughout, only £250.  
 1950 FORD 4D diesel short-wheelbase tipper, only £125.  
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TERMS AND EXCHANGES.

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 1956 AUSTIN Loadstar, Balco extension, 18-ft. platform.  
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 1951 VULCAN P6 drop-sider.  
 1954 COMMERCIAL Express delivery van, repainted.  
 1951 FODEN (Gardner) 8-wheel drop-sider.  
 1952 BEDFORD (Comet) Scammell.  
 1951 THORNYCROFT Trident platform.  
 1955 COMMERCIAL Express delivery van, rebored and repainted.  
 1955 BEDFORD 7-ton diesel drop-sider, repainted.  
 1953 COMMERCIAL (petrol) 5-ton insulated van.  
 1955 AUSTIN A40 van, repainted.  
 1957 COMMERCIAL TS3 7-ton standard tipper.  
 1953 LEYLAND Comet ECO2-1R platform.  
 1954 AUSTIN (December) 5-ton petrol tipper.  
 1955 MORRIS Cowley 10-cwt. van.  
 1950 LAND ROVER (petrol).  
 1947 BEDFORD 5-ton cattle truck.

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 1957 SCAMMELL 23-ft. 10-ton platform trailer, £475.  
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 1949 2-ton BEDFORD boxvan, one owner, £75.  
 1947 30-cwt. BEDFORD truck, £70.  
 1958 AUSTIN A35 van, one owner, £300.  
 1955 B.M.C. 3-ton long-wheelbase van, diesel, £425.  
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### ANCHOR MOTORS, CHESTER.

859-387

A43



Used Goods Vehicles (contd.)

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**1959**, September, MORRIS prime mover (diesel), 8.25 x 20 tyres, Eaton 2-speed axle, complete with 25-ft. York double-drop-side trailer, little used and in exceptional condition.  
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**1954**, (Late) COMMER T33 diesel 7-ton truck.  
**1954**, BEDFORD 5-ton normal-control platform trucks, P6 diesel, choice of two.  
**1952**, November, SEDDON 7-ton platform truck, P6.  
**1950**, VULCAN 6-cu.-yd. tipper, P6.  
**1950**, DODGE drop-side lorry, P6, 2-speed axle.  
SEVERAL NEW MORRIS-COMMERCIAL vehicles in stock.  
FAVOURABLE delivery on all models.

**3,200** GAL. trailer tankers, in very good condition (choice of two).  
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MAIN DISTRIBUTORS FOR ATKINSON VEHICLES AND YORK TRAILERS.

**1958** Registered ATKINSON 8-wheeler, 24-ft. treble drop-side body, fibre glass cab, 40 x 8 tyres, 6LW Gardner engine, chassis black, cab and body painted red.  
NEW FORD Trader 7-ton Edbro drop-side tipper, 8.25 x 20 12-ply tyres, ex stock.  
NEW FORD Trader Primer Mover, Eaton 2-speed axle, Scammell automatic coupling, complete with new 26-ft. York trailer, 9.00 x 20 12-ply tyres, ex stock.  
NEW COMMER T33 10-ton tractor unit, overdrive box, air brakes, Scammell coupling, ex stock.  
NEW COMMER T33 5-speed box, 9.00 x 20 tyres, air brakes with York third axle conversion; available shortly.  
NEW AUSTIN 1-ton van, diesel engine, in grey primer, with passenger seat and heater, ex stock.  
B.M.C. tractor unit, Scammell automatic coupling, unused six months, repurchased by finance company, £900.  
**1959** STANDARD Atlas van, blue, one owner, £325.

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NEW DODGE forward-control 6-ton diesel tipper (Model 3123P).  
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NEW AUSTIN 11-ton petrol van, list price.  
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NEW STANDARD 6-cwt. van, list price.

**1958** Thames Trader 7-ton long-wheelbase truck (2-speed axle), £850.  
**1958** Thames 10-12-cwt. van, £375.  
**1958** Thames 5-cwt. van with heater, £285.  
**1957** DODGE 6-ton diesel tipper (Model 103AP6), alloy body, £730.  
**1957** Thames Trader 5-ton 6D tipper, £775.  
**1956** BEDFORD 10-12-cwt. van, £275.  
**1956** DODGE 6-ton short-wheelbase diesel tipper, 6-cu.-yd. alloy body, £265.  
**1955** STANDARD Vanguard diesel van with over-drive, £425.  
**1952** Thames 5-ton tippers (diesel), £190.

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OFFER:—

ALBION 1958 (late) PF107L 6-wheeler, fitted Leyland Comet engine, 6-speed gearbox, 22-ft. drop-sided body, full-fronted cab.  
ALBION 1956 FT107L 6-wheeler, fitted Albion engine, 5-speed gearbox, 22-ft. 6-in. flat bodies, alloy under-frame, choice of three.  
ATKINSON 1953 (late) 8-wheeler fitted 6LW, 5-speed box, double-drive rear axle, 24-ft. drop-sided body.  
BEDFORD 1958 7-tonner, fitted Leyland Comet engine.  
DODGE 1958 7-tonner, Leyland Comet engine, power steering, Eaton 2-speed axle, 19-ft. 6-in. drop-sided body, 10.00 by 20 tyre equipment.

**STOKE GARAGE,**  
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**1956** BEDFORD 5-ton long-wheelbase lorry, diesel, excellent condition.  
**1954** BEDFORD 5-ton long-wheelbase lorry, diesel engine completely overhauled, in first-class condition.  
**1956** B.M.C. 5-ton short-wheelbase tipper, diesel, in first-class order.  
**1955** FORD 4D long-wheelbase lorries, choice of three, all in very good order.  
**1954** BEDFORD 5-ton long-wheelbase boxvan, petrol, in very good order.  
**1953** BEDFORD 5-ton long-wheelbase chassis and cab, petrol, Baico extension, very good order throughout.  
**1955** MORRIS diesel tractor unit, excellent order including tyres.

**O. T. JACKSON MOTORS, L. TD.,**  
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**CAPITAL MOTOR CO. L. TD.,**  
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NEW BEDFORD builder's truck, in primer, for immediate delivery.  
NEW BEDFORD 15-cwt. vans and conversions for immediate delivery.  
SED BEDFORD 10-12-cwt., 15-cwt. and conversions, in good condition, choice from £200.  
BEDFORD-SCAMMELL 1953-54 tractor unit, petrol, nice condition.  
**1958** AUSTIN 2-ton van, diesel engine, good condition, £510.  
**1958** FORD Trader tipper, 2-speed axle, in good condition, £850.  
**1956** AUSTIN forward-control 3-ton chassis-cab with box back, one owner, £325.  
A Selection of Bedford conversions, 1957-59, from REMINGTON ST., City Rd., N.1. (Near Angel). Clerkwell 7456. 859-215

NEW DODGE 3145 Comet-engined, York third axle, for early delivery lorry.  
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**1943** E.R.F. 6-wheel platform lorry.

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**1959** LEYLAND Comet 6-wheeler, 2-speed axle, 5-speed gearbox, fitted Pilot OV12S twin-ram tipping gear, special Pilot body with treble drop side, detachable side door extensions, tail door fitted with grain aperture, body dimensions 20 ft. by 7 ft. 6 in. by 4 ft. 6 in., unladen weight 6 tons 11 cwt., whole vehicle in as new condition, ready for immediate use, price £2,375.  
**1958** COMMER 11-11, 9-in. long-wheelbase tipper, double-sided body, Pilot H52 tipping gear, Rooter diesel engine, one owner, excellent condition, price £750.  
AVAILABLE next 14 days, two 3-4-ton long-wheelbase petrol-engined COMMER Superpose chassis-cabs, also two 4-ton long-wheelbase Pe-engined Commer Superpose chassis-cabs and two 5-6 long-wheelbase Pe-engined Commer Superpose chassis-cabs. All in immaculate condition and fire registered May 1958.  
DYAS (MOTORS), L. TD., Victoria St., Grimsby 859-371.  
SAYERS GARAGE, Brough, Westmorland. Brough 226. 859-279

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FOR  
ALBION AND LEYLAND,  
MEANWOOD ROAD, LEEDS, 7.  
Phone 34884.  
Evenings, phone 688516.

NEW Albion and Leyland chassis for immediate or early delivery.  
**1958** BEDFORD, Comet engine, Boys 6-wheeler extension, 21-ft. platform body.  
**1956** COMMER T33 18-ft. drop-side body.  
**1956** B.M.C. 5-tonner, 8.25 x 20 tyres, platform body.  
**1956** SEDDON Mk. 5L-2, P6 engine, 2-speed axle, 17-ft. drop-side body, 9.00 x 20 tyres.  
**1955** DODGE-SCAMMELL tractor unit, 2-speed axle, P6 engine, £350.  
**1945** THORNYCROFT, platform body. 859-290

**THE GREATEST BARGAINS.**  
**1956** GUY Invincible 8-wheeler double-drive platform vehicle, Meadows engine.  
**1954** ATKINSON long-wheelbase tipper.  
**4LW** Engine.

**T.G.B. MOTORS, L. TD.,**  
ALL INQUIRIES TO:—  
**PRIMROSE GROUP SALES,**  
CLITHEROE ROAD, WHALLEY, LANCs.  
Phone, Whalley 331-5-6-7. 859-282

Used Goods Vehicles (contd.)

**CAPITAL MOTOR CO. L. TD.,**  
TOTTENHAM LANE,  
HORNSEY, N.8.  
Mounview 3451.

**BEDFORD MAIN DEALERS,**  
SCAMMELL DISTRIBUTORS.

**1955** BEDFORD 7-ton R6 diesel platform truck, £400.  
**1955** BEDFORD 7-ton P6 diesel platform truck, £400.  
**1953** BEDFORD, petrol, Luton, 1,325 cu. ft., drop order, £45.  
**1937** BEDFORD, petrol, Luton 900 cu. ft., running order, £45.  
**1958** FORD 5-cwt. van, blue, radio, £300.  
**1949** FORD 2-ton petrol Luton, 750 cu. ft., in running order, £75.  
**1958** BEDFORD Workabus, beige, heater, £435.  
**1957** BEDFORD Workabus, grey-black, £375.  
**1958** BEDFORD 10-12-cwt. van, Westminster green, £335.  
**1957** BEDFORD 10-12-cwt. van, red-beige, £295.  
A large range of new BEDFORDS available. 859-373

**CHANDLERS MOTORS, L. TD.,**  
LUTON VANS and pantechnicons.

**1955** FORD 4D diesel 4-ton Luton van, £265.  
**1954** BEDFORD A model 3-ton van, integral cab, first-class condition, £320.  
TRUCKS  
**1957** DODGE 106 P6, 9.00 x 20 tyres, 5-speed gearbox, in excellent order, £495.  
**1956** BEDFORD 10-ton R6 Scammell unit, ex-brewery in first-class condition, choice of two, £345.  
**1955** BEDFORD 4-ton drop-sided truck, first-class order, £335.  
**1955** BEDFORD 2-3-ton truck, ex-brewery, low mileage, £275.  
**1954** BEDFORD-SCAMMELL unit, A-type, petrol, 4 cu. yd., £265.  
**1953** BEDFORD A-model 5-ton short-wheelbase tipper, steel body, underfloor tipping gear, 4 cu. yd., £265.  
CHANDLERS MOTORS, L. TD., 71 Greenwich South St., London, S.E.10. Gre 2033-4.

**SELLERS AND BATTY (SALES), L. TD.,**  
FENGATE, PETERBOROUGH.  
Phone, Peterborough 67048.

**1956** DODGE 7-ton platform truck, fitted Perkins 6 Mk. 2 engine, 19-ft. platform with cap suitable for hay and straw.  
**1953** DODGE 105 P6, timber platform body, diesel condition.  
**1950** D.N.V.S. Max 18-ft. timber drop-side body, good runner, cheap to clear.  
**1958** FORD Thames 15-cwt. van, fitted all extra, excellent condition, tyres as new, one drive since new, taxed for year. 859-361

**HENSMANS, Brentwood 5262, offer:—**

**1958** Thames 10-12-cwt. van, red, good condition, £345.  
**1958** Thames 15-cwt. van, cream and red, one owner, £345.  
**1958** STANDARD 6-cwt. van, grey, one owner, £325.  
**1956** BEDFORD 7-ton all-alloy drop-side truck, BA engine, sprayed in primer, £545.  
**1956** MORRIS-COMMERCIAL 3-ton truck, diesel, £320.  
**1955** BEDFORD 10-12-cwt. van, sprayed in primer, £265.  
**1951** Thames 3-ton short-wheelbase tipper, £150.  
**1955** Thames 10-cwt. steel pick-up, £140.  
**1957** Thames 5-cwt. van, black, one owner, good condition, £265.  
NEW vehicles from stock.

NEW Thames Trader artic. unit (primer), 7.50 x 20 tyres.  
NEW Thames Trader 5-ton 152-in. wheelbase 6D chassis and cab (primer). 859-355

**1946** A.E.C. Monarch, Durham cab and drop-sided alloy body, good condition, £375.  
**1957** B.M.C. diesel, platform body, perfect condition, £495.  
**1952** THORNYCROFT Trident, £295.  
**1946** KARRIER Bentam 2-ton, good order, £75.  
W. H. GATWARD, LTD., 14-17 Sandling Rd., Maidstone, Kent. Phone, Maidstone 4289. 859-2

**FERRARIS OF CRICKLEWOOD, L. TD.,**  
200-220 CRICKLEWOOD BROADWAY,  
N.W.2.  
Gladstone 2234-5-6-7.

**1955** AUSTIN 10-cwt. A40 pick-up truck.  
**1952** AUSTIN 25-cwt. 3-way van, choice of three, also 25-cwt. screw tipper.  
**1954** AUSTIN 5-ton diesel chassis-cab with alloy boxvan body.  
**1957** BEDFORD 10-12-cwt. pick-up truck, also several vans available.  
**1957** DODGE 5-ton diesel long-wheelbase truck, alloy body, 9.00 x 20 tyres; choice of several.  
**1955** FORDSON 10-cwt. van, choice of five.  
**1957** MORRIS J2 15-cwt. van.  
**1955** MORRIS 30-cwt. LD van; also several other models available.  
**1959** FORDAL vans 15-cwt. van with extras, 14,000 miles, finished in beige.  
**1947** JENSEN 6-ton diesel long-wheelbase truck with 23-ft. alloy platform body.  
CHOICE of 50 used vehicles, 5 cwt.-7 tons. 859-397

Used Goods Vehicles (contd.)

**HALE MOTORS, LTD.,**  
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HORNSEY, N.8.  
Mounview 3451.

**BEDFORD MAIN DEALERS,**  
SCAMMELL DISTRIBUTORS.

**1959** FORD 12-seater chassis, 6D chassis, comprehensive.  
**1958** FORD 12-seater chassis, 6D chassis, comprehensive.  
**1956** FORD 12-seater chassis, 6D chassis, comprehensive.  
**1955** FORD 12-seater chassis, 6D chassis, comprehensive.  
**1954** FORD 12-seater chassis, 6D chassis, comprehensive.  
**1953** FORD 12-seater chassis, 6D chassis, comprehensive.  
**1952** FORD 12-seater chassis, 6D chassis, comprehensive.  
**1951** FORD 12-seater chassis, 6D chassis, comprehensive.  
**1950** FORD 12-seater chassis, 6D chassis, comprehensive.

(contd.)

**CO. LTD.**  
LANE,  
N.E.  
151.  
DEALERS.  
IBUTORS.  
diesel platform truck.  
diesel platform truck.  
on, 1,325 cu. ft., drop  
on 900 cu. ft., running  
radio, £300.  
Luton, 750 cu. ft., in  
ce, heater, £435.  
grey-black, £375.  
van, Westminster green  
an, red-beige, £295.  
FORDS available.  
859-375  
**TORS, LTD.**

Luton van, £265.  
20-ton van, integral cab,  
£20.  
0 x 20 tyres, 5-speed  
der, £495.  
6 Scammell unit, ex-  
tension, choice of two  
-sided truck, first-class  
truck, ex-brewery, low  
L unit, A-type, petrol.  
5-ton short-wheelbase  
siderford tipping gear.  
71 Greenwich South  
859-335  
**(SALES), LTD.**  
BOROUGH.  
h 67048.  
p truck, fitted Perkins  
r, platform with cap  
aw.  
or platform body, clear  
timber drop-side body,  
clear, van, fitted all extras  
as new, one driver  
859-340

offer—  
h, red, good condition  
am and red, one owner  
grey, one owner, £325.  
toy drop-side truck, 16  
er, £545.  
AL 3-ton truck, diesel  
van, sprayed in primer,  
elbase tipper, £150.  
ck-up, £140.  
black, one owner, good  
ilt (primer), 7.50 x 20  
in-wheelbase 6D chassis  
tion, £375.  
min cab and drop-sided  
ion, £375.  
n body, perfect con-  
ent, £295.  
on, good order, £75.  
17 Sandling Rd., Man-  
stone 4289. 859-  
**LEWOOD, LTD.**  
BROADWAY.

5-6-7.  
pick-up truck.  
y van, choice of these  
er, chassis-cab with alloy  
n, pick-up truck, also  
long-wheelbase truck,  
tyres; choice of several  
n, choice of five.  
n.  
van; also several other  
an with extras, 14,000  
long-wheelbase truck with  
body.  
cwt.-7 tons. 859-397

## Used Goods Vehicles (contd.)

**HALE MOTORS (TOTTENHAM), LTD.**  
THE HALE, N.17.  
Tottenham 7771 (four lines).

### VANS.

- 1959 FORD 12-seater, small mileage, heater.
- 1958 FORD 15-cwt. van, mileage 16,000.
- 1956 September, BEDFORD 12-cwt. van, with Martin Walter high-top conversion.
- 1956 BEDFORD Utilabake, 12-seater.
- 1955 AUSTIN 10-cwt. gown van, in excellent order.
- 1955 COMMER Superpoise gown van, in tip-top condition.
- 1955 BEDFORD 10-12-cwt. van, excellent order, choice of two.
- 1955 MORRIS 10-cwt. J-type boxvan, excellent mechanical order repainted dark blue.
- 1954 BEDFORD P6 Luton doors and tailboard, unladen weight 3 tons 4 cwt., 1,400 cu. ft.
- 1952 AUSTIN 10-cwt. van, 2-tone green.
- 1953 AUSTIN, Ford, Rootes Group.

AVAILABLE for immediate delivery. Ford 15-cwt. van, Ford 12-seater personnel carrier, Trader 5-ton long-wheelbase, 6D chassis and cab.  
COMPREHENSIVE stock always held. 859-425

**A. E. CONNORTON, LTD.**  
AUTHORIZED FORD AGENTS.

- NEW FORD Trader 6D Balco extension chassis, fitted with 1,500-cu.-ft. Luton body.
- NEW FORD 7-ton Trader, fitted with 9.00 x 20.
- NEW FORD Trader 4D, fitted 1,200-cu.-ft. Luton body.
- NEW 5-ton 6D long-wheelbase truck.
- 1957 Thames 7-cwt. van, £165.
- 1953 November, BEDFORD long-wheelbase truck, fitted with Perkins P6 engine, £350.
- 1953 AUSTIN 25-cwt. 3-way loader, £125.
- 1953 SEDDON artic., P6, C licence, good condition, £275.
- 1953 GUY long-wheelbase, P6, £275.
- 1953 AUSTIN long-wheelbase truck, Perkins P6, double-drop-sided bodies, choice of five, £200 each.
- 1951 AUSTIN long-wheelbase hydraulic tipper, P6 engine, £175.
- 1953 BEDFORD 7-ton truck, Eaton 2-speed axles, immaculate condition, £300 each.
- 1947 FODEN 6-wheelers, double drive, fitted twin ram hydraulic tipper, 14-cu.-yd. duralumin body, type as new, choice of five, £425 each.

HIRE-PURCHASE arranged.  
CONNORTON, 328 Brixton Rd., S.W.9. Brixton 7962.  
Collards 2421. 859-429

**PETERBOROUGH ENGINEERING CO., LTD.**  
1957 BEDFORD 300 diesel long-wheelbase drop-side truck, in good condition, £700.  
1957 B.M.C. 5-ton diesel Scammell tractor, 2-speed axle, £450.  
1948 DENNIS Max 20-ft. drop-side body, £175.  
1938 E.R.F. 8-wheel long-wheelbase drop-side truck, Gardner 6LW, £250.

**36-42 EYE ROAD,**  
PETERBOROUGH.  
Phone 66161. 859-500

- 1954 BEDFORD 7-ton platform truck.
- 1957 AUSTIN A50 van.
- 1959 Trader artic. unit, 23-ft. flat four-in-line trailer, as new.
- 1956 VOLKSWAGEN 15-cwt. van.
- 1955 BEDFORD 4-ton P6 truck.
- 1957 COMMER 8-cwt. van
- 1956 BEDFORD artic. diesel, Scammell hitch.
- 1956 CAMPBELL SYMONDS AND CO., LTD., Forty Avenue, Wembley, Middx. Arnold 7771. 859-413
- 1958 BEDFORD long-wheelbase tipping vehicle, recommissioned engine.
- 1957 FORD forward-control Sussex.
- 1955 FORD 3-ton long-wheelbase, new tyres and recommissioned engine.
- 1955 PHILLIPS MOTOR SERVICES (SHEFFIELD), LTD., 143 Handsworth Rd., Sheffield, 13. Woodhouse 859-470

**L. F. DOVE (C.V.) LTD.**  
AUSTIN COMMERCIAL DISTRIBUTORS.

- 1952 AUSTIN A40 pick-up truck with canopy, overhauled, repainted, taxed, £145.
- 1955 BEDFORD 10-12-cwt. van, overhauled, grey primer, £195.
- 1953 DODGE 6-cu.-yd. tipper, overhauled, grey primer, £195.
- 1954 BEDFORD 5-ton diesel, long-wheelbase drop-side truck, overhauled, blue, £395.
- 1956 Thames 4D 5-ton diesel platform, no writing, £375.
- 1956 AUSTIN diesel 7-ton drop-side truck, 2-speed axle, power steering, overhauled, in primer, £635.
- 1958 BEDFORD 7-ton diesel drop-side truck, 2-speed axle, £775.

**L. F. DOVE (C.V.) LTD.**  
98 LOWER ADDISCOMBE ROAD,  
CROYDON, SURREY.  
Addiscombe 3131. 859-544

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**G. R. HARTWELL, LTD.**  
ABINGDON ROAD,  
OXFORD.  
Phone 48291.

ROOTES MAIN DEALERS.

- NEW KARRIER Bantam 10-ft. 2-in.-wheelbase chassis-cab, 25 x 6 tyres, petrol.
- NEW KARRIER Gamageck, 11-ft. 9-in.-wheelbase chassis-cab, diesel, flashers, heater, 27 x 6 tyres.
- 1953 COMMER E.D.V., £250.
- 1953 November, COMMER E.D.V., with windows, £255.
- 1953 November, COMMER E.D.V., £245.
- 1955 BEDFORD 10-12-cwt. van, £335.
- 1956 FORD Thames 10-cwt. vans, E.W. range, choice of three.
- 1957 Thames 15-cwt. van, £320.
- 1957 October, MORRIS J2 Minibus, £420.
- 1959 AUSTIN 10-cwt. P.V., 15,000 miles, £440. 859-446

**T. C. HARRISON, LTD.**  
MAIN FORD DEALERS.  
LONDON ROAD,  
SHEFFIELD.  
Phone 29091.

- 1952 COMMER 7-ton forward-control long-wheelbase petrol truck, £175.
- 1954 COMMER 7-ton long-wheelbase truck, £125.
- 1957 DODGE 7-ton tipper, 5-speed gearbox, £600.
- 1956 BEDFORD tipper, petrol, all-steel body, £220.
- 1959 Thames Trader 5-ton 6-cylinder diesel 138-in.-wheelbase wooden drop-side body tipper, £975.
- 1950 AUSTIN 25-cwt. van, £100.
- NEW Thames Trader diesel articulated chassis-cab, ex-stock.
- TWO new Thames Traders, 5-ton 152-in. 6D chassis-cab, ex-stock.

ASSOCIATED WITH  
**WEST RIDING MOTOR CO.**  
SHEFFIELD ROAD,  
ROTHERHAM.  
Phone 77296. 859-472

**A. ATKINSON VEHICLES (SCOTLAND), LTD.**  
CARLISLE ROAD,  
AIRDRIE, 2881-2.

- 1955 ATKINSON 8-wheeler, double drive, 6LW, 24-ft. platform, 40 x 8 tyres.
- 1954 LEYLAND Octopus, 600 engine, double drive, 24-ft. 6-in. platform, 9.00 x 24 tyres.
- 1948 ALBION 8-wheel, double drive, 24-ft. 6-in. platform.

NEWPORT MOTOR SERVICES, East Usk Rd., Newport, Mon. Phone 59441.

A.E.C. long-wheelbase hydraulic tipper.

SEDDON distributors for Monmouthshire. 859-129

- 1956 COMMER ED van, black, £275.
- 1955 AUSTIN A40 van, maroon, £245.
- AUTO SALES AND SERVICES, LTD., Burgh Heath, Surrey. Phone, Burgh Heath 2059. 859-210
- HERWIN CANNY AND CO., LTD.

- 1953 AUSTIN 25-cwt. 3-way van, £65.
- 1955 MORRIS 1-ton van, £215.
- 1955 AUSTIN 5-ton long-wheelbase diesel drop-side truck, £450.
- 1956 MORRIS Cowley 4-ton van, £275.
- 1957 AUSTIN 5-ton long-wheelbase diesel drop-side truck, £575.
- 1950 Thames Sussex 10-cu.-yd. tipper, P6 engine, offers.
- HERWIN CANNY AND CO., LTD., Woolwich 8161. After 7 p.m., Phone, Longhead 2524. 859-183
- 1953 SEDDON-SCAMMELL tractor.

- £225. 1954 BEDFORD petrol A model, Scammell tractor.
- £195. 1953 FORD ET6 lorry, fitted Perkins P6 engine.
- £100. A good SEDDON 6-ton lorry.
- £200. The two: 2 QL BEDFORDS, 4-wheel drive, good runners with cab shabby.
- £90. SCAMMELL trailers, all sizes in stock.

255 WALTON LANE, Liverpool, 4. Aintree 1873. 859-554

**CHARLES WENSLEY AND SONS, LTD.**

- OFFER THE FOLLOWING—
- 1958 COMMER 30-cwt. truck, £390.
- 1956 AUSTIN 7-ton long-wheelbase drop-side truck, 2-speed rear axle, heater fitted, £600.
- 1955 BEDFORD 7-ton long-wheelbase drop-side truck, 17-ft. 6-in. body, £475.
- 1955 BEDFORD 7-ton long-wheelbase petrol tipper, £450.
- 1955 AUSTIN 5-ton short-wheelbase petrol tipper, £450.
- 1951 BEDFORD 2-ton boxvan, petrol, good condition, new tyres, £220.
- CHOICE of several good used 10-12-cwt. vans and Utilabakes.

PHONE 2294 OR CALL AT  
**68 INGS ROAD,**  
WAKEFIELD. 859-569

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**L. A. RICH FOR COMMERCIALS.**

LOW MILEAGE (EX-MINISTRY), UNREGISTERED.

- DIAMOND T light heavy 6 x 6 wrecker recovery crane (1,500 miles), £925.
- AUSTIN Loadstar 4 x 4 chassis and cab (2,000 miles), £485.
- 1955 MORRIS 6-7-ton double-drop-side Model FVF 12-5, one owner, £195.
- AUSTIN 6 x 4 chassis and cab, £145.
- FORDSON ET6 drop-side truck (34 x 7), £130.
- BEDFORD QL 4 x 4 chassis and cab (choice of six), £120.
- FORDSON IA 6 x 4 chassis and cab, £100.
- BEDFORD OY fixed-side truck (choice of five), £80.
- BEDFORD MW 200-gallon water tanker (choice of four), £80.

**514 COLDHAMS LANE,**  
CHERRY HINTON, CAMBRIDGE.  
Phone 87597. 859-511

**KENNINGS, LTD.**  
LEADMILL ROAD, SHEFFIELD, 1.  
Phone 26451.

PART OF THE KENNING MOTOR GROUP.

- 1956 November, MORRIS 7-ton diesel with Balco extension, 1,250 cu.-ft. boxvan body, Eaton axle, power steering, heater, in primer, £675.
- 1953 AUSTIN Loadstar 5-ton, P6, low loading, drop-side, £195.
- HIRE-PURCHASE and Part-exchange. 859-343

**DISPATCH MOTORS,**  
FORD DISTRIBUTORS,  
256-278 BOROUGH HIGH STREET, S.E.1.

- 1956 4-ton long-wheelbase 4D truck, choice of six.
- 1955 25-cwt. COMMER short-wheelbase truck, choice of three.

PHONE, WATERLOO 5991. 859-351

- NEW GUY Invincible 8-wheel, available from stock with Gardner 6LX engine and double drive.
- 1956 FORD 4D 14-ft. drop-side truck, in excellent condition.
- 1956 B.M.C. 7-ton diesel long-wheelbase twin ram tipper, fitted with new Eddor 4LNX gear, 2-speed axle, power steering.
- 1953 FORD 4D diesel platform truck.

T. J. RICHARDSON AND SONS, LTD., 100 Dudley Rd., East, Oldbury, near Birmingham. 859-233

Broadwell 1840 and 2800.

1955 BEDFORD 10-ton diesel tractor unit, complete with Carrimore 22-ft. drop-side trailer, 9.00 x 20 good tyres all round, £635.

1955 FORD 4D 4-ton truck, very tidy and fitted with headboard and rack, suit hay or straw trade, £200.

1955 FORD 4D 4-ton truck fitted Balco extension and 19-ft. platform body, very clean, £350.

1954 DODGE 105 P6 drop-side truck, quite tidy, £300.

1948 BEDFORD O model cattle truck, offer required.

J. URQUHART AND SON, LTD., Butts Rd., Alton. 859-186

1950 MORRIS diesel platform truck.

1950 DENNIS diesel Scammell unit with 18-ft. twin rear trailer, Perkins P6 engine, offers wanted. E.P.M. Co. Steyne 2935. 859-426

**VIGO MOTORS.**

1958 BEDFORD Workabus, £425.

1957 BEDFORD van, 10-12-cwt., £300.

1952 COMMER estate, £135.

VIGO MOTORS, Walmer Rd., W.10. Ladbroke 3051. 859-379

5-30-CWT., various commercial vehicles, prices from £50, including selection of Lutons. L. H. Spring and Co., Ltd., Friern Barnet Garage, Colney Hatch Lane, Leeds, 10. Phone 77268. 859-499

1958 MERCURY'S alloy bodies, choice of six.

UNREGISTERED Thames Trader tippers, 4,000 miles, choice of six. Jack Robinson (Leeds), Ltd., 116 Jack Lane, N.11. Ent 8575. 859-391

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ANY type of commercial vehicle bought for cash, also late-model, damaged vehicle. Write, 149 Mayo Avenue, Bradford, 5. Phone 27694, day or night. 222-932

FLATS, vans and low-loader articulated trailer. W. H. Short, Ltd., Newthorpe, Notts. Kimberley 2391.

LATE-TYPE trucks, all descriptions, required, immediate settlement.

COX'S MOTOR (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470. 1047. 859-247

E.R.F. Or Atkinson 4-wheelers, fitted with 4LW Gardner, 2-speed axle preferred, 1957-58 models, damaged vehicles suitable for rebuild considered. Jos. Walsh (Darwen), Ltd., Bull Hill, Darwen, Lancs. Phone, Darwen 557. 859-327

WANTED to purchase urgently, late-model vehicles, all types, 30-cwt.-18 tons, multi- and 4-wheel 8 1/2 and tippers. Also damaged vehicles suitable for rebuilding. Wilde and Bennett, Ltd., Hadfield. Phone, Glossop 2902; after hours 2386. 859-268

ALL types and makes of commercial vehicles wanted of any weight. G.T.C. (Commercial), Ltd., 2 Addington Rd., Bow Rd., London, E.3. Advance 5242. 859-401

A45

### SPECIAL A-LICENCE VEHICLES

**SALE.** 1958 E.R.F. 6LW 8-wheeler drop-sided lorry and special A licence (West Midlands 7-ton unladen weight), excellent condition, D20s all round, low mileage. Offers to R. J. Gee, 26 Field St, Leek, Staffs. Phone, Leek 831. 859-26133

### Special A-Licence Vehicles Wanted

**WANTED.** Urgent, 3-ton-4-ton special A licence vehicles, £500 per ton. South East Area only. Box CM573, care of "The Commercial Motor." 859-8658

**NEWPORT MOTOR SERVICES.** East Usk Rd., Newport, Mon, 1944, require special A-Licence vehicles. 859-130

**WANTED.** special A-Licence vehicles, all areas, and haulage businesses. Whitley and Farrow's Garages, Ltd., Stamford, Lincs. Phone, Stamford 2104-5. 859-137

**WANTED.** urgent, 4-ton, 5-ton special A-Licence vehicles, East of Metropolitan Area, Church Road Motors (Southend), Ltd., Church Rd., Hadleigh, Essex. Phone 57271 (10 lines). 859-255

**WANTED** to purchase, special A licences and vehicles of all types, any weight, in any part of the country.

**WILDE AND BENNETT, LTD.**  
HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.  
AFTER HOURS 2356. 859-270

**OLD-ESTABLISHED** haulage firm who are willing to expand their interests are willing to purchase special A licences or ordinary A licences, any area, large or small or single lots. Highest prices given. Full particulars in first instance to Stuart Hall, 129 Manchester Road, Droyliden, Manchester. 859-271

**EXPANDING** haulage company anxious to purchase special A licensed vehicles only, of any weight or type in any part of the country at £350 per ton, with or without vehicles, urgent. Box CM5912, care of "The Commercial Motor." 859-267

**WANTED.** special A-Licence vehicles, all areas and haulage businesses. Percy D. Sleeman, Ltd., 38 Uxbridge Rd., Ealing, W.5. Ealing 7987. After hours, Iver 561 or Beaconsfield 1081. 859-439

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**A.E.C.**

AUTHORIZED DEALERS.

INQUIRIES WELCOMED, OUR REPRESENTATIVES WILL BE PLEASED TO CALL AND DISCUSS MATTERS WITH YOU.

TOP ALLOWANCES ON OLD VEHICLES.  
VERY ATTRACTIVE H.P. TERMS.

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AUTHORIZED DEALERS, OFFICIAL REPAIRERS  
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EARLY DELIVERY 4- AND 8-WHEELERS.

**MITCHELL LANE,**  
VICTORIA STREET, BRISTOL, 1.  
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**COMMERCIAL VEHICLE SALES AND REPAIRS (ESSEX), LTD.**  
AUTHORIZED DISTRIBUTORS, SPARES STOCKISTS.  
OFFICIAL REPAIRERS FOR A.E.C.

**CRANES CLOSE,**  
BASILDON, ESSEX.  
Phone, Basildon 20223.

IMMEDIATE DELIVERY NEW MERCURY MARK II.  
ALL WHEELBASES, ALSO MAMMOTH MAJOR  
MARK V 24 OR 28 TONS. 859-494

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**ALBION AND LEYLAND**  
NEW COMMERCIAL AND PASSENGER VEHICLES.

AVAILABLE FOR EARLY DELIVERY.  
ATTRACTIVE TERMS AND EXCHANGES.

WE WELCOME YOUR INQUIRIES WHICH WILL  
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MORRIS forward-control 30-cwt. diesel chassis with  
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NEW B.M.C. MORRIS-COMMERCIAL 7-ton short-  
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STANDARD Atlas van in primer, fitted passenger seat,  
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NEW 6-cwt. van.

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TOP ALLOWANCE ON YOUR OLD VEHICLES.

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LONDON, S.W.15.  
Putney 7851. 859-176  
**PERCY D. SLEEMAN, LTD.,** London COMMERCIAL dealers, 148 Uxbridge Rd., Ealing, W.5. Ealing 7987. After hours, Iver 561 or Beaconsfield 1081. 859-438

**PASSENGER VEHICLES FOR SALE AND WANTED**

**USED PASSENGER VEHICLES**

**A.E.C.**  
CHOICE of five A.E.C. Regent Mark III high-bridge double-deckers, fitted with 9.6 engines, and in very good condition, £275 each, any trial or examination. Colbro, Ltd., Jav Bone Works, Rothwell Haigh, Leeds. Phone, Rothwell 3258. 860-8683

1949 A.E.C. (7.7) Burlington 33-seater, maroon interior and exterior, clean, certified December 1st, 1960. Alf Moseley, Ltd., 140 Knightthorpe Rd., Loughborough. Phone 4777-8. 859-92

**W. HAROLD PERRY, LTD.,**  
STATION BRIDGE,  
WEALDSTONE, MIDDLESEX.

1952 A.E.C. Burlington Seagull 39-seater coach, certificate of fitness 1963, £2,500.

**HARROW 1031.**

OPEN UNTIL 7 P.M. MONDAYS TO FRIDAYS.  
AND TO  
5.30 P.M. SATURDAYS. 859-208

**A.E.C.,** 1950, 9.6 engine, full front, 33 seats, £500.  
BAYLIS, Timberham Works, Lowfield Heath, Crawley, Surrey. Horley 4536. 859-195  
1951 A.E.C. 39-seater Burlington body, full front, certificate to June, 1961.  
W. HALEBONE MOTORS, LTD., 239-241 High Rd., Chadwell Heath, Essex. Phone, Seven Kings 5282. 859-399

**AUSTIN**

1959 AUSTIN Kenex 11-seater P.S.V., face-forward seats, two heaters, three-way lift-up amber roof and amber light to rear door, interior grey Vyndie, exterior cream and red, certificate of fitness to 1966, £675.  
LUXICOACHES, Borrowash, Derby, 55729. 860-x6226

**BEDFORD**

ONE 1952 35-seater BEDFORD, Yeates body, glass roof quarters, certificate of fitness 1963.  
ONE 1950 29-seater BEDFORD, Duple body, high-back seats, Formica side, being reconditioned, £1,500 the two for quick sale. Box CM5811, care of "The Commercial Motor." 859-159

**ALF MOSELEY, LTD.,**

OFFER FROM STOCK:

1959 BEDFORD 58R (Comet diesel) Duple Super Vega 41-seater, red interior with heating, 4-type mouldings, two shades blue exterior, immaculate, certified 1962, only £1,185.  
1954 BEDFORD Duple Super Vega 36-seater, glass roof quarters, tubular racks, heaters, etc., very attractive coach in two shades of blue, certified 1964, £1,085.  
1954 BEDFORD Duple Vega 38-seater, red interior, exterior cream and green, certified April, 1964, £1,785.  
1954 BEDFORD Whitton 36-seater, attractive red interior, radio cream and blue exterior, immaculate, certified June, 1964, only £1,585.  
1953 BEDFORD Burlington Seagull 35-seater, beautiful interior in blue, heater, radio and maroon, exterior of cream-blue-brown, certified March, 1963, £1,685.  
1952 BEDFORD Gurney Nutting 37-seater and courier, blue interior, heater, exterior cream and blue.  
1952 BEDFORD Plaxton 33-seater, nice blue interior, heater, etc., exterior two shades blue, certified 1962, only £1,185.  
1952 BEDFORD Duple Vega 33-seater, red interior, exterior grey and red, choice of two, 7 ft. 6 in. and 8 ft., £1,185.

PART-EXCHANGES. KEEN H.P. TERMS.

**140 K NIGHTTHORPE ROAD,**

LOUGHBOROUGH.  
Phones 4777-8. 859-96

1955 Plaxton BEDFORD, 36-seater, glass quarter panels, heater, intercom, Continental stop and other extras, 5-year certificate of fitness, immaculate, £2,000. To view phone Upminster 5129. 859-162

1954 BEDFORD Duple 36-seater, certificate of fitness 1964, condition excellent throughout, petrol engine, autumn tint interior, maroon and cream exterior, £1,900. Lamberts of Kingston, Ltd. Phone, Kingston 3171; after 7 p.m., Molesey 6049. 859-366

**Used Passenger Vehicles (contd.)**

**LANCASHIRE MOTOR TRADERS, LTD.,**

OLYMPIA GARAGE,  
LIVERPOOL STREET, SALFORD, 5.  
Phone, Pendleton 5201.

EVENINGS, OLDHAM MAIN 2461.

**SECOND-HAND COACHES**

NOW IN STOCK.

1956 BEDFORD petrol 41-seater Duple Super Vega, fitted radio, heaters, red interior, mainly cream exterior with red flash, £2,350.  
1955 BEDFORD petrol 38-seater Duple and Yeates Riviera, fitted radio and heater, choice of two, £2,000.  
1953 BEDFORD petrol 36-seater Harrington, autumn tint interior, cream and red exterior, excellent condition, £1,650.  
1951 BEDFORD 33-seater Plaxton, 8-ft. wide split-type seating, blue interior, cream and red exterior, radio and heaters, £1,100.  
ALL the above vehicles are garaged under cover on our premises. 859-469

**V. COLEMAN,**

166 MAIN ROAD,  
SUNDRIDGE, KENT.  
Brasted 291.

1954 BEDFORD 36-seater Super Vega, excellent condition, one owner, certificate of fitness 1964.  
1953 -46 BEDFORDS, all with Duple coachwork and current certificates of fitness, choice of six, £250 to £1,500. 859-211

**DISPATCH MOTORS.**

FORD DISTRIBUTORS,  
256-278 BOROUGH HIGH STREET, S.E.1.

1953 BEDFORD Gurney-Nutting 31-seater luxury coach, glass quarters, tubular racks, Bedford cord seats, certificate of fitness 1963.

PHONE, WATERLOO 5991. 859-352

1955 BEDFORD (petrol) 36-seater Duple Super Vega full-luxury coach, heater, finished in blue and cream, certificate of fitness 1965, £2,150.

**TOM BYATT (STOKE), LTD.,**

FENTON, STOKE-ON-TRENT.  
Phone, Stoke-on-Trent 4881 (six lines). 859-275

1958 41-seater Duple BEDFORD.  
1958 41-seater Yeates Europa BEDFORD.  
1957 41-seater Duple BEDFORD.

1957 Model 41-seater Plaxton, all glass roof, Formica side casings.  
ALL above in first-class mechanical condition, excellent tyres and fitted radio, heaters and wheel discs, colours all cream. Part-exchange considered and H.P. arranged. 859-307

**ALPHA COACHES,** 373 Ditchling Rd., Brighton.  
Phone, Brighton 53431.

1958 BEDFORD Duple (petrol) 41-seater Super Vega full luxury coach, certificate of fitness 1965, roof lights, heaters, red-fawn interior, red and cream exterior, excellent throughout, £3,100.

**LAMBERTS OF KINGSTON, LTD.,** 140 London Rd., Kingston. Phone, Kingston 3171; after hours, Molesey 6949. 859-368

1948 BEDFORD Vista luxury 29-seater, new tyres, clean, sound, reconditioned engine, certificate June, 1961, terms, £500. Fountain, 3 Brittain Drive, Grantham. Phone 351. 859-x6229

1954 BEDFORD Yeates Riviera luxury 36-seater, certificate of fitness until December, 1964, many extras and in immaculate condition, £1,700.

**EXTONS COACHES,** 522 Manchester Rd., Hollinwood, Oldham. Phone, Failsworth 1438. 859-278

**BRISTOL**

double-deckers, 56 seats, 51W Gardner engines, all-metal bodies, low bridge, from £225.  
**BAYLIS,** Timberham Works, Lowfield Heath, Crawley, Surrey. Horley 4536. 859-193

**Used Passenger Vehicles (contd.)**

**COMMER**

1950 COMMER Avenger Plaxton 33-seater, in clean condition, certified July, 1962, £685. Alf Moseley, Ltd., Loughborough 4777. 859-93  
Only 1951 COMMER Avenger, 33-seater luxury coach, Plaxton, 8-ft. wide, radio, heater, blue-cream, excellent condition and appearance, one careful owner, Wilde and Bennett, Ltd., Hadfield. Phone, Glossop 2902-3, after hours 2356. 859-273

**CROSSLEY**

1949 CROSSLEY Yeates 35-seater, green interior, heater, exterior cream and grey, certified April, 1962, £285. Alf Moseley, Ltd., 140 Knightthorpe Rd., Loughborough. Phone 4777-8. 859-91

**DENNIS**

1952 Model full-front Yeates 33-seater body DENNIS, Perkins R6 diesel, Eaton 2-speed axle, a modern-style coach with high back seats, courier seat, heater, etc., in good condition throughout, certificate of fitness to September, 1961, £650 o.n.o. West Drayton 3681. 859-427

**FODEN**

1951-52 FODEN 37-seater Whitson, full front, no division, sun roof, certificate of fitness 1961, £800 or near. Uxbridge 9617.  
41-SEATER FODEN Belthouse-Hartwell Continental coach, perfect condition throughout, engine, etc., reconditioned by Fodens, repainted red and cream, interior perfect, taxed, insured, some work if required. Cash or H.P. Bargain £1,395. Felf, 22 Hodson Rd., Blackpool, 52662. 859-x6232

**LEYLAND**

1949 LEYLAND P51 Strachan 33-seater coach, body needs slight framework repair, certified May, 1963, £200. Below.  
1948 LEYLAND P51 Burlington 33-seater coach, good runner, certified June 30, 1960, £175.  
ALF MOSELEY, LTD., 140 Knightthorpe Rd., Loughborough. Phone 4777-8. 859-94  
ONE 33-seater LEYLAND T58, 1949, Harrington body; also one 33-seater, 1951, P52 Leyland, Harrington dorsal fin, both vehicles in excellent condition. 859-204  
1951 LEYLAND P52-3 35-passenger coach, cream interior, finished leather-trimmed moquette, radio, heater, very good tyres all round, in exceptional condition for year, £885.

**WESTONS MOTORS, LTD.,** Letchworth Hill Garage, Hitchin 3681. 859-178

LEYLAND Worldmaster, 37-seater Harrington dorsal fin body, many extras, date of registration June, 1955, certificate of fitness June, 1965. Pneumocycle gearboxes, fitted with 600 Royal Tiger engines.

**GLIDERWAYS COACHES, LTD.,**

316 BEARWOOD ROAD, BIRMINGHAM.  
Bearwood 2388. 859-517

1949 LEYLAND Comet 28-seater coach, red, maroon and cream, immaculate condition, heater, taxed December 31, certificate of fitness September, 1963, £750. T. H. Gosling and Son, Marcham-le-Fen, Boston. 859-336

**Leyland Wanted**

SINGLE-DECK LEYLAND vehicles required for stage carriage service. Royal Tigers preferred. A.C. Wigmore, Ltd., Dinnington, Sheffield. 860-x6254

**MAUDSLAY**

1951 MAUDSLAY (7.7) Strachan full-front 37-seater luxury coach, certified June 30, 1960, £685. Alf Moseley, Ltd., Loughborough 4777. 859-95

**UNCLASSIFIED**

**J. A. DICKSON.**

STATION ROAD, STOKE MANDEVILLE, BUCKS.  
Phone S/M 3261-3130.

1956 COMMER 41-seater Plaxton, radio and heaters, choice of two, these coaches are in first class condition, £2,600.

1949 MAUDSLAY full-front, very clean, Duple, 33 seats, £435.  
CHOICE of several half-cab A.E.C.'s, Duple 35 seats, good, clean vehicles.

PART-EXCHANGE, easiest H.P. terms. Insurance, etc. Coaches can be painted and written to customers requirements. 860-8708  
A49



### Used Passenger Vehicles (contd.)

**ARLINGTON MOTOR CO. LTD.**  
LONDON'S LEADING PASSENGER AND  
COMMERCIAL VEHICLE SPECIALISTS.

HEAD OFFICE:—  
HIGH ROAD, PONDERS END,  
ENFIELD, MIDDLESEX.

Howard 1266. PBX.

**NEW BEDFORD** Duple SB1 (300-cu.-in. diesel) Super Vega 41-seater coachwork, 7 ft. 6 in. wide, two heaters, walnut casing panels, red seating, immediate delivery painted cream.  
**NEW BEDFORD** Duple SB3 (petrol engine), Super Vega 41-seater coachwork, 8 ft. wide, glass roof quarters, two heaters, red seating, other extras fitted, immediate delivery, finished cream.  
**NEW BEDFORD** Burlingham SB1 (300-cu.-in. diesel), Seagull 41-seater coachwork, 8 ft. wide, radio, two heaters, Formica panels and other extras fitted, immediate delivery, in primer.  
**NEW BEDFORD** Plaxton SB1 (300-cu.-in. diesel), special R-type Consort 41-seater coachwork, 8 ft. wide, glass roof quarters, radio, two heaters and other extras fitted, painted and lettered to instructions, delivery June 17.  
**NEW BEDFORD** Duple SB3 (350-cu.-in. diesel), Super Vega 41-seater coachwork, 8 ft. wide, built to instructions with extras to choice; choice of two, delivery June 30.

### NEW AND USED COACHES. EX STOCK.

INQUIRIES TO LONDON DEPOT:—  
25-27 VAUXHALL BRIDGE ROAD,  
LONDON, S.W.1.  
Phone, Victoria 6033.

### A.E.C.

**NEW** Duple Britannia 41-seater, central-entrance coachwork, vacuum brakes, heaters and other extras fitted, immediate delivery, in primer or painted to instructions, choice of two.  
**1953** Regal Mark IV, underfloor engine, Yeates 39-seater full luxury coachwork, divided-type seats in red moquette, many extras fitted, finished red and cream, certificate of fitness 1963.  
**1952** Regal Mark IV, underfloor engine, Burlingham 39-seater full luxury coachwork, upholstered in red moquette, finished ivory and black, very clean, certificate of fitness 1962.  
**1949** Regal Mark III, 9.6 engine, preselector gearbox, new full-front Yeates Riviera coachwork fitted in 1954, 35-seaters, Perspex quarters, tubular racks, divided-type seats, no bulkhead, finished metallic blue, very clean, choice of three, certificate of fitness 1962.  
**1948** Regal Mark III, 9.6 engine, mounted with 37-seater Burlingham coachwork, very clean, finished blue, certificate of fitness 1962.

### LEYLAND.

**NEW** Leopard Duple Britannia 41-seater, central-entrance coachwork, glass roof quarters, heaters and other extras to choice, painted and written for delivery in June, one only.  
**1950** Comet, 33-seater Burlingham coachwork, red seats, finished red and maroon, clean, certificate of fitness May, 1961.

### BEDFORD.

**1959** 41-seater, Burlingham full-luxury 8-ft. coachwork, chassis fitted with 350-cu.-in. Leyland Comet engine, many extras fitted, small mileage, finished green, choice of four, certificate of fitness, 1966.  
**1959** 41-seater, Burlingham full-luxury 8-ft. coachwork, 300-cu.-in. diesel engine fitted, many extras, small mileage, finished green, choice of six, certificate of fitness 1966.  
**1957** 41-seater, Burlingham full-luxury coachwork, 8 ft. wide, heaters, and other extras fitted, red upholstery, finished cream and red, certificates of fitness 1964.  
**1956** 41-seater, Duple Super Vega coachwork, 8 ft. wide, fitted with heaters, Formica panels, autumn tint moquette, and other extras, finished cream and brown, certificate of fitness 1961.  
**1956** 36-seater, Burlingham full-luxury coachwork, upholstered in red-grey moquette, heaters and other extras fitted, finished blue and cream, certificate of fitness 1961.  
**1955** 36-seater, Burlingham full-luxury coachwork, upholstered in red-grey moquette, heaters fitted and other extras, finished blue and cream, new certificate of fitness issued until April, 1965.  
**1954** Plaxton 38-seater coachwork, glass roof quarters, tubular racks and other extras fitted, finished cream and brown, certificate of fitness 1964.  
**1954** 38-seater, Duple Super Vega coachwork, red moquette, finished two shades of blue, certificate of fitness 1964.  
**1953** 36-seater, Harrington coachwork, incorporating dorsal fin, upholstered in red moquette, finished green and cream, in exceptional clean condition throughout, certificate of fitness 1964.  
**1952** 37-seater, Duple Vega coachwork, upholstered in green moquette, finished green and cream, certificate of fitness 1962.  
**1952** 35-seater, Gurney-Nutting coachwork, autumn tint moquette, lift-up roof vents, repainted ivory with black flare, exceptionally clean condition, choice of three, certificate of fitness 1962.  
**1952** 33-seater, Duple Vega coachwork, autumn tint moquette, finished red and cream, certificate of fitness 1962.

### LONDON:—

25-27 VAUXHALL BRIDGE ROAD, VICTORIA,  
S.W.1.

Phone, Vic 6033.

### CARDIFF:—

DUMBALLS ROAD, CARDIFF.  
Phone, Cardiff 30641.

### SUDBURY, SUFFOLK:—

CORNARD ROAD, SUDBURY, SUFFOLK.  
Phone, Sudbury 2301.

450

### Used Passenger Vehicles (contd.)

**STANLEY HUGHES AND CO. LTD.**  
LODGE GARAGE, WHITEHALL ROAD,  
GOMERSAL, NR. LEEDS.  
Phone, Bradford 681144-9.

### IMMEDIATE DELIVERY FROM STOCK.

**NEW BEDFORD** SB1, 41-seater Burlingham.  
**NEW BEDFORD** SB1, 41-seater Duple.  
**NEW FORD** Trader, 41-seater Burlingham.  
**NEW FORD** Trader, 41-seater Duple.

### SLASHING REDUCTIONS. USED COACHES.

**1955** A.E.C. Reliance, 41-seater Plaxton, immaculate, many extras, one owner.  
**1954** A.E.C. Mark IV, 41-seater Plaxton, red interior, fitted with many extras, immaculate, one owner.  
**1954** A.E.C. 41-seater Mark IV, Plaxton.  
**1952** BEDFORD SB1 oiler, fitted 41-seater Burlingham body; choice of two.  
**1959** BEDFORD petrol, 41-seater Duple body, immaculate condition.  
**1956** BEDFORD fitted with Eaton 2-speed, Strachans 24 luxury seats, Continental body, immaculate condition.  
**1955** BEDFORD fitted Yeates Europa 36-seater body, R6 Mark 1 engine, immaculate condition.  
**1954** BEDFORD, 37-seater Burlingham, £1,475.  
**1952** BEDFORD, 33-seater Plaxton, red interior, maroon and red exterior.  
**1952** BEDFORD fitted 33-seater Gurney Nutting body, £1,000.  
**1951** 52 BEDFORD 33-seaters, fitted Plaxton and Duple bodies, immaculate condition, choice of five.  
**1951** BEDFORD, 33-seater Duple, red and cream, nice condition, £850.  
**1951** BEDFORD, 33-seater Duple, repainted turquoise and cream.  
**1951** BEDFORD 29-seaters, just certified, £550 each.  
**1951** COMMER, fitted 41-seater Duple body, just certified for five years.  
**1955** COMMER, Harrington, 27 luxury armchair seats, £953.  
**1949** COMMER, 33-seater Harrington body, underfloor engine, £550.  
**1952** FODEN 2-stroke, fitted 43-seater Bullhouse Hartwell body, just been certified.  
**1952** FODEN 6LW rear engine, fitted Seagull 37-seater body, immaculate condition, £1,250.  
**1951** FODEN 2-stroke 39-seater, first-class condition, good certificate of fitness.  
**1946** GUY double-deckers, 50-seater Park Royal bodies, 31W and 61W, certificate of fitness to late 1961, choice of four, £275 each.  
**1952** LEYLAND Royal Tiger, fitted 41-seater Santos body, w/ brakes, certificate of fitness to 1963, £1,250.  
**1950** LEYLAND PS2, fitted new 35-seater bodies in 1953, just been certified for four years, choice of two.  
**1950** LEYLAND PS1, fitted 33-seater Duple Ambassador body.  
**1950** MAUDSLAY 33-seater, just been certified, £450.  
**1952** TILLING-STEVENS 39-seater Duple service bus.  
**A** Number of PS1, A.E.C., etc., half-cabs, prices ranging from £175 each, with good certificates of fitness.  
**A** Large number of vehicles for travelling shops.  
**A** All types of engines, gearboxes and axles for passenger vehicles.

### PART-EXCHANGES.

NIGHT PHONE, CLECKHEATON 2461-62.  
MIRFIELD 3183, 2160.

WALES: R. COWDELL, NEWPORT 59866.  
859-503

### LES G LEAVE, LTD.

FOURWAYS GARAGE,  
ARCLID, NEAR SANDHACH, CHESHIRE.  
Smallwood 225, 226.

**NEW 1960 FORD** Burlingham 41-seaters.  
**1957** BEDFORD Duple 41-seater.  
**1955** BEDFORD Plaxton 38-seater.  
**1952** BEDFORD Duple 37-seater.  
**1950** BEDFORD Vistas.  
**1955** BEDFORD Burlingham 36-seater.  
**1951** A.E.C. Winover 39-seater.  
**1956** COMMER 41-seater Duple.  
**1954** BEDFORD 36-seater Duple.  
**1952** BEDFORD 33-seater Duple.  
**1946** 30-seater and 32-seater (choice of two) service bus.  
**1949** LEYLAND PS1 32-seater service bus, certificate of fitness November, 1963.  
**1949** A.E.C. 32-seater service bus.  
**ONE** LEYLAND high-build double-deck service bus.  
**V**ARIOUS petrol and diesel coaches available for works or contract, some with good certificates of fitness, cheap to clear.

### LES G LEAVE, LTD.

FOURWAYS GARAGE,  
ARCLID, NEAR SANDHACH, CHESHIRE.  
Smallwood 225, 226.

AFTER 8 P.M. PHONE SANDPACH 881 OR  
SWINTON 2932. 859-270

### Used Passenger Vehicles (contd.)

**E. J. BAKER AND CO. (DORKING), LTD.**  
COACH SHOWROOMS AND SERVICE STATION  
FARNHAM TRADING ESTATE, FARNHAM,  
SURREY.

Phone, Farnham 4626-7 and 3227. 8 a.m. to 6 p.m.  
After 6 p.m., Farnham 4481.

WE INVITE YOU TO OUR FARNHAM COACH  
SHOWROOMS TO EXAMINE OUR SELECTION OF

### FIRST-CLASS USED COACHES

WHICH WE CONFIDENTLY CLAIM TO BE  
THE FINEST IN THE SOUTH.

**NEW BEDFORD** SB3 petrol, Duple 41-seater body for Whilam delivery, list price.  
**1959** BEDFORD, petrol, Duple 41-seater, red interior, grey-red exterior, Formica sides, certificate of fitness 1966, £3,300.  
**1959** BEDFORD, petrol, Duple 41-seater, glass roof quarters, heaters, choice of size, £3,200.  
**1958** BEDFORD, petrol, Duple 41-seater, red interior, grey-red exterior, Formica sides, certificate of fitness 1965, £3,100.  
**1958** May, BEDFORD, diesel, Burlingham 41-seater, red interior, fawn-brown exterior, certificate of fitness 1965, £3,100.  
**1957** BEDFORD, petrol, Duple 41-seater Continental coach, every extra fitted, autumn tint interior yellow-cream exterior, immaculate, £3,000.  
**1957** BEDFORD, petrol, Duple 41-seater, red interior, red-grey exterior, heaters, £2,850.  
**1956** BEDFORD, petrol, Burlingham 41-seater, red interior, red-cream exterior, certificate of fitness 1961, £2,575.  
**1955** BEDFORD Yeates 36-seater, red interior, red cream exterior, certificate of fitness 1960, £2,100.  
**1955** BEDFORD Duple 36-seater, cream and maroon exterior, autumn interior, £2,400.  
**1954** BEDFORD, petrol, Duple Super Vega, glass roof quarters, red interior, cream-blue exterior, certificate of fitness April, 1963, £1,950.  
**1954** BEDFORD Burlingham 35-seater and courier, autumn interior, blue exterior, attractive vehicle, £1,950.  
**1953** July, BEDFORD, petrol, Yeates Riviera, 35-seater, heater, lift-up vents, heaters, red interior, maroon-cream exterior, one owner, certificate of fitness July, 1963, £1,675.  
**1950** DAIMLER full-front 35-seater body, red interior, certificate of fitness 1965, £950.  
**1951** MAUDSLAY A.E.C. 7.7 Gurney Nutting 31-seater, full front, certificate of fitness 1963, choice of two.  
**1951** BEDFORD Duple 29-seater, high-back seating, wide bumper, £875.  
**1950** DENNIS J3 full-front, 33-seater body, red interior, certificate of fitness November, 1961, £650.  
**1948** DAIMLER CVD Duple 35-seater, red interior, grey-red exterior, certificate of fitness 1961, £425.  
**S**LECTION of petrol- and diesel-engined coaches for carriage of office personnel, from £100.  
**A**LL VEHICLES OVER £500 ARE STEAM CLEANED AND WORKS CHECKED.

**A**s Plaxton-Burlingham authorized repairers for the South, we offer a good repair service, also painting and trimming. Crash jobs our speciality. We can usually arrange to hire you a coach while yours is in the road.

### SPECIAL NOTICE TO WEST COUNTRY AND WELSH OPERATORS

WE ARE PLEASED TO ADVISE THAT OUR ALLIED COMPANY, MESSRS. WELCH AND CO. LTD., OF BRISTOL, ARE PREPARED TO HANDLE AFTER-SALES SERVICE OF COACHES PURCHASED FROM FARNHAM, WHICH WILL ENABLE YOU TO BUY FROM US WITH ADDED CONFIDENCE.

### KIRBY AND SONS (SALES), LTD.

CROSS ROADS GARAGE,  
ANSTON, NEAR SHEFFIELD.

### THIS WEEK'S SPECIAL BARGAIN:—

1955 (NOVEMBER) BEDFORD 41-SEATER  
BURLINGHAM, £2,350.

**1956** BEDFORD SB3 41-seater Duple, £2,650.  
**1956** BEDFORD SB3 41-seater Burlingham (choice of two), £2,650.  
**1957** BEDFORD SB3 37-seater Burlingham, £2,700.  
**1955** BEDFORD SB3 36-seater Duple, £2,500.  
**1954** BEDFORD 38-seater Duple (choice of two) from £1,900.  
**1954** BEDFORD 36-seater Plaxton (choice of four) from £1,000.  
**1951** BEDFORD 33-35-seaters Duple, choice of four from £1,850.  
**1952** BEDFORD 37-seater Duple, £1,550.  
**1948** BEDFORD 29-seater Duple, £250.  
**1955** COMMER TS3 41-seater Duple (choice of two) from £2,350.  
**1950** COMMER 33-seater Whitson, £425.  
**1948** LEYLAND PS1 35-seater Burlingham, £700.  
**1950** MAUDSLAY (A.E.C. 7.7), 33-seater Duple (choice of two), recertified, £875.  
**1951** 40-seater Beadle all-metal service bus, certificate of fitness 1963, £550.  
**1951** 31-seater ALBION petrol, certificate of fitness December, 1962, full-fronted, £395.  
**1951** COMMER Plaxton 30-seater, certificate of fitness 1963, very clean, Hydovac brakes, £400.

### TERMS AND EXCHANGES.

PHONE, DINNINGTON 541 (FOUR LINES) BY DAY  
NIGHT PHONES: MANSFIELD 5395; DINNINGTON 577; WORKSOP 2963.

NORTHERN AREA: PHONE, MILNWOOD 351.  
SOUTHERN AREA: PHONE, TAVISTOCK 2739.

### Used Passenger Vehicles (contd.)

177-205 FINN  
PHONE, DOUGLAS

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ARE YOU CON

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1954 BEDFORD

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1956 ALBION N

and red, seating

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1953 A.E.C. N

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1952 BEDFORD

coach, seating in

550 condition

1950 BEDFORD

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last-class exam

Splendid selection

Plaxton 33-se

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AFTER

(DORKING), LTD.  
SERVICE STATION  
STATE, FARNHAM,  
227. 8 a.m. to 6 p.m.  
Farnham 4481.

FARNHAM COACH  
OUR SELECTION OF  
COACHES  
LY CLAIM TO BE  
THE SOUTH.

Duple 41-seater body  
price.  
41-seater, red interior,  
mica sides, certificate of  
fitness.

Duple 41-seater, glass roof  
of size £3,300.  
41-seater, red interior,  
mica sides, certificate of  
fitness.

Duple 41-seater, red interior,  
mica sides, certificate of  
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Duple 41-seater, red interior,  
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fitness.

Duple 41-seater, red interior,  
mica sides, certificate of  
fitness.

## Used Passenger Vehicles (contd.)

### S.M.T.

177-205 FINNIESTON STREET, GLASGOW, C.3.  
PHONE, DOUGLAS 2940. PHONE, DOUGLAS 2940.

FOR

### QUALITY USED COACHES.

ARE YOU CONTEMPLATING A CHANGE FOR THIS  
SEASON? CONSULT THE EXPERTS.

WE HAVE A MOST EXCELLENT AND COMPRE-  
HENSIVE RANGE OF TOP QUALITY USED  
COACHES. A FEW EXAMPLES ONLY OF OUR  
STOCK AS FOLLOWS:—

1956 BEDFORD Duple 41-seater full luxury coach,  
exterior black and orange, seating trimmed in fawn  
moquette, this vehicle is fitted with every conceivable  
extra and was formerly used for high-class Continental  
touring.

1954 BEDFORD Burlingham 35-seater coach, certificate  
of fitness March 1963, exterior cream and black, seating  
in rust patterned moquette, heater and demister.

1956 ALBION Duple 35-seater full luxury coach, cream  
and red, seating trimmed in red patterned moquette,  
excellent condition throughout and reasonable in price.

1952 A.E.C. Harrington 39-seater full luxury coach, cer-  
tificate of fitness 1962, exterior in red and cream, seating  
in red patterned moquette, splendid example of this top  
quality model.

1953 A.E.C. Gurney Nutting 41-seater full luxury  
coach, certificate of fitness 1963, exterior light blue with  
cream roof and wings. Seating in blue patterned moquette,  
extras include heater, demisters, radio with public address  
and with marker lamp, engine just overhauled, new  
pistons and liners fitted, splendid value.

1952 BEDFORD Duple 37-seater coach, exterior blue and  
cream, seating in blue patterned moquette, really first-  
class condition throughout with certificate of fitness until  
April 1962.

1950 BEDFORD Duple Vista 29-seater coach which has  
just been recertified and given a certificate of fitness for  
four years, exterior ivory and red, seating in fawn  
patterned moquette, Formica side casings and heaters,  
first-class example of this ever popular type of coach.

Splendid selection of 1951 and 1952 BEDFORD Duple and  
Plaxton 33-seater coaches at prices from £800.

Large selection of half-cab 33-seater coaches, some with  
current certificate of fitness at prices from £150.

1950 CROSSLEY full-front 37-seater coach with certificate  
of fitness until August 1961, £250.

AND MANY OTHERS.

WHY NOT MAKE A PERSONAL VISIT? WE WILL  
REFUND CUSTOMERS' TRAVELLING EXPENSES  
ON EVERY COMPLETED DEAL.

### DO NOT DELAY.

LET US HAVE YOUR INQUIRY NOW.  
PART-EXCHANGES WELCOMED.

### HIRE-PURCHASE FACILITIES

FROM 10% DEPOSIT. 859-32

### BARNARD AND BARNARD, LTD.

PASSENGER AND COACH DEALERS.

NEW Thames Burlingham Scagull 60 41-seaters, finished  
to operator's inspection, delivery early June.

1959 BEDFORD Super Vega, 41-seater full luxury  
Duple body, fitted with heater, speech amplifi-  
cation and many other extras, small mileage, as new,  
certified 1965.

1956 BEDFORD Super Vega 7-ft. 6-in.-wide  
41-seater, full luxury Duple body, fitted with  
radio and heaters, Perspex quarters and many other  
extras, in good clean condition throughout, certified 1961,  
choice of three.

1953 BEDFORD Scagull, choice of two, 36-seater  
full luxury Burlingham body, fitted with heater,  
radio lights, certified 1963.

1953 BEDFORD Super Vega, 35-seater full luxury  
Duple body, fitted with radio, heater, good  
clean condition throughout, certificate of fitness 1963.

1952 COMMERCIAL Avenger, 35-seater full luxury  
Strachan body, fitted with radio and heater, in  
good clean condition throughout, certificate of fitness  
1962.

1952 LEYLAND, rebuilt, 38-seater full-front Plaxton  
body, fitted with heater, clean condition  
throughout, certified 1962.

1951 COMMERCIAL Avenger, 34-seater full luxury  
Plaxton Envoy body, fitted with radio, heater,  
good clean condition throughout, certified 1961.

1950 BEDFORD Vista, full luxury Duple body,  
24-seater with Chapman reclining seats, glass  
roof lights, in good clean condition throughout, certificate  
of fitness 1960.

1950 MAUDSLAY, 7.7 A.E.C., full-front 35-seater  
Duple body, fitted with radio and heater,  
Formica side panels, just been certified four years.

## Used Passenger Vehicles (contd.)

### F.C.S., LTD.

### BRISTOL BARGAINS.

1950-49 BRISTOL 31-30-seater Harrington and  
Eastern Coachworks super-luxury bodies, cer-  
tificate of fitness 1962-63, 5-speed gearbox, A.E.C. 7.7 and  
Bristol A.V. engines, price £450-£500.

1949 BRISTOL 30-35-seater all-metal Eastern  
Coachworks bus bodies, in first-class condition,  
low mileage, Gardner 5LW and Bristol A.V. engines (maxi-  
mum since last overhaul 5-15,000 miles) certificate of fit-  
ness to 1961-62, price £500-£600.

### 50 DOUBLE DECKERS.

1948-39 BRISTOL high- and low-bridge, with Metcam  
and Eastern Coachworks 35-36-seater all-metal  
bodies, A.E.C. 7.7 and Gardner 5LW engines, certificate  
of fitness to 1963-61, price £250-£550.

1948 A.E.C. high-bridge, with Metcam 36-seater all-  
metal bodies, A.E.C. low-mileage 7.7 diesel  
engines, re-moquetted with major body overhaul in May,  
1959, certificate of fitness to 1962, price £450-£550.

### FULL-FRONTED LUXURY COACHES.

10 A.E.C. and Leyland 35-39-seater Continental luxury  
coaches, large luggage boots, lightweight all-metal  
bodies, first registered 1952, certificate of fitness to 1962,  
price £900-£950.

TWO 1952 DAIMLER Plaxtons, rebodies on 1947  
chassis, 33 luxury seats, fitted beginning of last season,  
price £275-£300.

ONE 1951 BEDFORD Plaxton 33-seater, certificate of  
fitness 1961.

THESE are only a few of well over 200 passenger vehicles  
of most well-known makes and seating capacities which  
are available to immediate inspection and trial.

GENEROUS PART-EXCHANGE ALLOWANCES.

THREE-MONTHS' GUARANTEE.

FREE SPARES.

SPECIAL H.P. FACILITIES.

### F.C.S., LTD.

### F.C.S., LTD.

### F.C.S. WORKS.

LONDON ROAD,  
DUNCHURCH,  
NEAR RUGBY.

Phone, Dunchurch 262 and 265. 859-30

### THE MILLBURN ORGANIZATION.

COMMERCIAL AND PASSENGER VEHICLE  
SPECIALISTS.

ALBION, LEYLAND AND THAMES TRADERS.

NEW LEYLAND TIGER CUB, DUPE DONINGTON  
41-SEATER FRONT-ENTRANCE LUXURY COACH-  
WORK. CAN BE INSPECTED AT OUR GLASGOW  
DEPOT.

### USED BUSES AND COACHES.

A.E.C. S. 7.7 units, 35- and 38-seater buses.  
LEYLAND PSI Burlingham 35-seater buses.  
LEYLAND PSI Burlingham 33-seater coaches.

LEYLAND PD2 53-seater Burlingham low-bridge buses,  
this chassis has a 7.4 unit, in exceptional condition  
and appearance.

LEYLAND PSI Burlingham 31-seater de luxe coach  
L available shortly, also a number of Leyland TD 4  
and S with 1949 Alexander metal framing low-bridge 53-  
seater bodies, all certified.

COMMERCIAL 29-seater Scottish Aviation coachwork, good  
body order, certificates of fitness up to 1963; choice  
of two.

1949 BEDFORD Duple 29-seater, certificate of fitness  
1962, seen at our Glasgow depot.

ONE only LEYLAND TD5, 8 ft. wide, fitted 7.4  
engine, 1949 Alexander metal framing low-bridge 53-  
seater double-deck bus, very fine order, certified to  
November 1961.

MANY others to choose from, come to  
MILLBURN MOTORS (PRESTON), LTD.,  
WALMER BRIDGE,  
LONDON, PRESTON.

Phone, Longton, Lancs. 3255-6.  
Glasgow, Bell 0073. Carlisle 25422.  
859-118

### THURGOODS OF WARE.

1956 (late), COMMERCIAL TS3, Plaxton body, interior  
red, nice condition, exterior blue, fitted heater,  
£2,500.

1952, June, BEDFORD Vega 35-seater, and courier,  
green and cream, red chair seats, heater, radio,  
certified to 19.6.62, £1,225.

1951, September, BEDFORD Vega 35-seater, cream  
and blue with red interior, heater, certified to  
31.8.61, £1,125.

1950, March, BEDFORD Vista 29-seater, exterior  
red, just repainted cream, red, mouldings  
polished, high-back seats, Formica sides, wide rear bumper,  
good condition, certified to 19.3.61, £625.

1949, July, BEDFORD 35-seater bus, Gardner 4-  
16.6.62, 575, oil engine, grey and cream, certified to  
16.6.62, £575.

1949, January, BEDFORD 29-30-seater bus, green  
exterior, ex L.C.C. schools, being certified.  
1949-8-7-6 BEDFORD Vistas (29), various colours,  
choice of seats, Formica condition, from £250.  
1948 LEYLAND PSI, 35-seater, Duple coach, maroon  
and cream, certified 14.8.62, £575.  
NUMBER of other petrol and diesel coaches for  
A Workmen and Mobile Shops, from £100.  
STEAM cleaning and under-spraying for recertification.

Phone: DAYS, HERTFORD 4334 AND WARE 833.  
NIGHTS, WARE 896. 859-76

## Used Passenger Vehicles (contd.)

### DON EVERALL, LTD.

34 CLEVELAND ROAD,  
WOLVERHAMPTON.

PASSENGER TRANSPORT SPECIALISTS.

1956 COMMERCIAL TS3 41-seater Duple coach, £2,600.

1956 BEDFORD petrol 41-seater Burlingham coach,  
£2,600.

1956 BEDFORD petrol 41-seater Yeates Riviera  
coach, £2,600.

1955 BEDFORD petrol 38-seater Duple coach,  
heaters, 7 ft. 6 in. wide, certified 1965, £2,300.

1955 BEDFORD petrol 36-seater Duple coaches,  
certified 1965, choice of two, £2,300.

1955 BEDFORD diesel 38-seater Duple coach, cer-  
tified 1965, £2,000.

1954 GUY Arab lightweight, Gardner 6HLW under-  
floor engine, 41-seater Burlingham Scagull  
coaches, certified 1964, £2,300.

1954 SENTINEL, 6-cylinder diesel underfloor engine,  
44-seater service bus, heaters, driver-operated  
door, certified 1964, £1,400.

1954 BEDFORD petrol 33-seater Burlingham Scagull  
coach, individual adjustable, glass roof  
quarters, heaters, etc., certified 1964, £1,600.

1953 BEDFORD petrol 36-seater Duple coaches,  
heaters, glass roof quarters, certified 1963,  
choice of three, £1,700.

1952 DAIMLER Freeline, 43-seater Metacraft  
coaches, choice of two, certified 1962, £1,650.

1951 FODEN 6LW Gardner, 41-seater Bellhouse  
Hartwell coach, certified 1961, £1,350.

1948-50 BEDFORD petrol 29-seater Duple Vista  
coaches, £250-£550.

### 50

DIESEL 33-SEATER HALF-CAB AND 29-SEATER  
PETROL COACHES AT £150-£500, OR AVAILABLE  
FOR  
HIRE

FOR SHORT OR LONG PERIODS.

PHONE, WOLVERHAMPTON 23212.

NIGHTS AND WEEK-ENDS 32347 AND 22293.

### DON EVERALL, LTD.

859-124

### COACHES AND COMPONENTS, LTD.

469-475 HOLLOWAY ROAD, LONDON, N.7.

Archway 2647 (five lines).

NEW BEDFORD diesel Duple, 41-seater, Super Vegas,  
N only a limited number available.

1959 January, BEDFORD 41-seater petrol Super  
Vega, brown hide seats, exterior black  
primrose, glass roof quarters, heaters, radio, certificate  
of fitness to end 1965.

1959 February, BEDFORD 41-seater petrol Super  
Vega, exterior cream-red, glass roof quarters,  
heaters, radio, certificate of fitness to October, 1965;  
demonstration coach.

1958 BEDFORD petrol 41-seater Duple Super Vega,  
exterior cream-blue, certificate of fitness  
February, 1965.

1957 BEDFORD petrol 41-seater Super Vega,  
exterior cream-red, certificate of fitness March,  
1964.

1956 BEDFORD petrol 36-seater Continental luxury  
Duple, exterior ivory-red, certificate of fitness  
to May 1961.

1956 BEDFORD 41-seater, petrol engined, exterior  
cream-green.

1954 BEDFORD 36-seater, exterior black-cream,  
certificate of fitness.

1952 DENNIS 35-seater, blue moquette, exterior  
blue-cream, certificate of fitness April, 1962.

1952 January, A.E.C. Regal 37-seater, exterior red,  
certificate of fitness August, 1960.

1952 May, BEDFORD 35-seater, Gurney Nutting  
body, exterior maroon-cream, certificate of fitness  
June, 1961.

1951 BEDFORD 33-seater, petrol engined, exterior  
blue-cream.

1951 BEDFORD 35-seater Gurney Nutting body,  
certificate of fitness 1961; choice of two.

1951 DENNIS 37-seater, Gurney Nutting, red  
moquette, exterior maroon-cream.

SEVERAL 29-seater and half-cab coaches at low prices  
to make room for new stock. These are particularly  
suitable for conversion. 859-486

### COMBERHILL MOTORS, LTD.

INGS ROAD, WAKEFIELD.

NEW BEDFORD SB3 petrol 41-seater Duple Super  
Vega, glass roof, quarter lights, primer, ex stock.

NEW BEDFORD SBI diesel 41-seater Plaxton Consort,  
to specification, ready for June delivery.

NEW BEDFORD SBI diesel 41-seater Burlingham  
Scagull 60, latest model, ex stock, two only.

NEW demonstrator ATKINSON L64 (Gardner 4LW)  
37-seater Plaxton Highway omnibus, 15 years below list.

BEDFORD (reconditioned Perkins 60) 38-seater  
Duple, cream-green, certified 1965.

COMMERCIAL TS3 2-stroke diesel 39-seater Plaxton  
Venturer, certified 1965, heater and radio.

BEDFORD SB petrol 36-seater Burlingham  
Scagull, heater, radio, certified 1964.

BEDFORD SB petrol, 37, 33-seater Plaxton  
coaches, choice of two, heaters fitted.

BEDFORD petrol 33-seater, Yeates Riviera,  
heater, radio, certified 1963.

BEDFORD Vega (petrol) 33-seater Duple,  
certified to 1962, heater, radio.

COMMERCIAL Carrier 37, 33-seater Reading  
luxury coach, certified 1962, £875.

MAUDSLAY (A.E.C. 7.7) 37-seater Plaxton  
Envoy, full front, certified 1961, heater.

FODEN (F66 diesel) 39-seater Whitton, dual  
gear, heater, radio, certified 1962.

BEDFORD Vista 29-seater Duple, cream-  
blue, heater, certified, choice of four.

A.E.C. Regal III (9.6 engine) 33-seater Burling-  
ham, heater, radio, certified 1962.

### PERSONAL HIRE-PURCHASE FACILITIES.

EXCHANGES.

### COMBERHILL MOTORS, LTD.

Phone, Wakefield 6771 (10 lines). 859-341  
A51

Used Passenger Vehicles (contd.)

**FRANK COWLEY**  
**200**

BUSES AND COACHES ACTUALLY IN STOCK,  
READY FOR IMMEDIATE SERVICE.

- 1951** LEYLAND PDI, full front, fully enclosed with sliding front entrance, high bridge double-deckers, these are genuine and NOT re-registered vehicles, all certified, £595 each.
- 1947** A.E.C. double-deckers, bodily and mechanically as new, certified and ready to go into immediate service, £310 each.
- 1951** CROSSLEY double-decker, all metal body with A.E.C. 7.7 diesel engine, certified and ready for service, £375.
- 1946** 47-48 GUY double-deckers, all with Gardner 9 diesel engines and almost new bodies, immaculate throughout, £295 each.
- 1949** BRISTOL 33-seater coaches, Gardner 5LW diesels and 5-speed gear boxes, a very lovely fleet of coaches, £395 each.
- 1948** LEYLAND PSI 32-34-seater buses, all in excellent condition and ready for immediate service, £275 each.
- 1947** 48-49 BRISTOL 35-seater super service buses, powered by Gardner 5LW diesels and 5-speed gear boxes, exceptionally clean and in good condition throughout, just into stock, choice of 40, £335 each.
- L** and **1950** buses, excellent and very clean throughout, £225 each.

**FRANK COWLEY**

3 BLACKFRIARS ROAD,  
SALFORD, 3.

Phone, Manchester Blackfriars 7577 and Blackfriars 1048.  
859-54

**BIRMINGHAM COACH SALES, L. TD.,**

44 INGE STREET (NEXT TO HIPPODROME),  
BIRMINGHAM, 5.

Phone, Midland 1355.

**NEW** FORD Thames Trader 41-seater Duple body, delivery mid-June, one only.

**ONE** new BEDFORD petrol 41-seater Duple.

**1956** COMMERCIAL TS3 41-seater Duple, radio and heaters, very clean.

**1955** BEDFORD 38-seater Plaxton body, radio, heaters, certificate of fitness 1965.

**1955** COMMERCIAL TS3 38-seater Burlingham, certificate of fitness 1965.

**1954** BEDFORD 36-seater, Plaxton body, heaters, certificate of fitness 1964.

**1954** LEYLAND Cub 39-seater Burlingham body, Eaton 2-speed axle, tubular chassis, etc., fitted with replacement engine at Leyland works, first-class condition.

**1951** BEDFORD 35-seater Duple Vega, fitted with new seats.

**WE** specialize in part-exchange with the easiest of hire-purchase terms.

**BIRMINGHAM COACH SALES, L. TD.,**

44 INGE STREET (NEXT TO HIPPODROME),  
BIRMINGHAM, 5.

Phone, Midland 1355.

After hours, Wolverhampton 36833.

BUSINESS ON SUNDAYS BY APPOINTMENT.

859-123

**QUICKS OF MANCHESTER**

FOR USED PASSENGER COACHES AVAILABLE NOW—

**FEBRUARY** 1953, BEDFORD, petrol, Plaxton 36-seater body, radio, reconditioned engine, certificate of fitness 1965, maroon-cream, £2,400.

**JUNE** 1952, BEDFORD full-front Duple 33-seater body, certificate of fitness 1963, maroon-cream, £1,400.

**1951** LEYLAND Royal Tiger, Bellhouse Hartwell 41-seater body, certificate of fitness 1961, red-cream, £1,600.

**1951** BEDFORD, 41-seater Plaxton body (June, 1956), heater, radio, armrests, headrests, certificate of fitness June, 1961, cream-blue, £2,600.

**1955** BEDFORD, petrol, 36-seater Duple body, heater, radio, speech amplifier, side domes, armrests, certificate of fitness February, 1965, black-green, £2,450.

**1958** BEDFORD, Plaxton 41-seater with petrol engine, side domes, radio, speech amplifier, heater, certificate of fitness 1965, maroon-grey, £3,150.

**NEW** Thames Trader 41-seater Duple, available late June.

FOR FULL DETAILS CONTACT

MR. H. BARNES,

**H. AND J. QUICK, L. TD.,**

660 CHESTER ROAD, OLD TRAFFORD,  
MANCHESTER, 16.

Phone, Trafford Park 2201 (10 lines). zzz-733

**J. W. FIELDSSEND, L. TD.**

**1957** COMMERCIAL TS3 41-seater Plaxton.

**1957** TS3 41-seater Duple.

**1953** CROSSLEY 37-seater Churchill.

**1953** LEYLAND Royal Tiger 41-seater.

**C**ROSS LANE, Salford. Phone, Pendleton 5331.

859-384

A52

Used Passenger Vehicles (contd.)

**SAVILLE MOTOR SALES, L. TD.,**

STRATFORD-ON-AVON.

Phone, Stratford-on-Avon 4242 (15 lines).  
And on Saturday afternoons 4005.

**1953** BEDFORD petrol Duple Vega 37-seater and courier, radio, heater, clock, blinkers, spot lamp, seven tyres as new, interior red, exterior blue and grey, very clean, certificate of fitness April, 1963.

**1952** FODEN 39-seater Windowo coachwork, fitted with 33-seater Continental body with quarter and canopy lights, Continental step, dual heaters, demisters, and Chapman-type adjustable reclining seating, finished cream and black, fawn interior, has to be seen to be appreciated, certificate of fitness 1962.

**1951** October, BEDFORD petrol 33-seater Duple Vega, Fomica panels to waist, heater, high-back seats, tyres very good, interior green, exterior cream and brown, certificate of fitness September, 1961.

**1951** clean and mechanically good, finished green and black, green interior, certificate of fitness 1961.

**1949** BEDFORD petrol 29-seater, very clean throughout, certificate of fitness 1964.

HIRE-PURCHASE. PART-EXCHANGE.

ALSO AT—

**REDBROOK ROAD,**

MONMOUTH.

Phone, Monmouth 336.

859-256

FORD THAMES.

**THE MOTOR DEPOT,**

158 WALSGRAVE ROAD,

COVENTRY.

PHONE: DAY 53732; NIGHT 68503.

SEVERAL CHASSIS ARE NOW BEING BODIED WITH

**41-S** SEATER DUPL YEOMAN.

GIVE US YOUR FINISHING INSTRUCTIONS NOW

FOR EARLY DELIVERY.

**1957** 41-seater BEDFORD Duple.

**1957** 37-seater BEDFORD Burlingham.

**1957** 37-seater BEDFORD Burlingham.

**1954** 36-seater BEDFORD Duple.

**1954** 41-seater LEYLAND Burlingham.

**1952** 35-seater BEDFORD Duple.

**G**OOD allowance on part-exchanges. H.P. terms.

859-246

**CHARLES COPPOCK, L. TD.,**

SERVICES BUSES,

THE GARAGE,

ELM GROVE, CROSS STREET, SALE, CHESHIRE.

SPECIAL.

**1951** DAIMLER Free-line Duple all-metal bus body, 30 ft. by 8 ft., powered underfloor 6LW Gardner oil engine, crush loader, seating 36, standing accommodation 28 persons, automatic controlled doors front and rear, one owner since new, certified June, 1961.

**1949** A.E.C. MK. III, 9.6-litre oil engine, full-fronted coachwork by Beccles, 33 luxury seats, choice of two, both with certificates of fitness.

**1948** A.E.C. MK. III, 9.6-litre oil engine, pre-selector gearbox, half-cab Windowo 33-seater, certified June, 1961, price £275.

**1946** And 1947 LEYLAND PSI 35-seater buses, Eastern Coachworks bodies, rear entrance, 10 now available, cheap to clear.

**S**PARes. See our advertisement in Spare Parts and Supplies.

**PHONE, SALE 5633.**

GRAMS, "BUSUNITS."

859-52

**SILVER LINE MOTORS,**

VAUXHALL AND BEDFORD MAIN DEALERS.

**1952** BEDFORD Duple Vega 33-seater, certificate of fitness 1962, £1,350.

**1952** FODEN 39-seater Windowo coachwork, certificate of fitness 1962, radio, heaters, full luxury seats, red interior, recent new MK. III engines, £1,400.

**1949** COMMERCIAL Avenger, 33 high-backed seats, certificate of fitness December, 1962, £300.

**SEVERAL** 29-33-seaters, suitable for contractors or conversions, from £100.

**NEW** BEDFORD SBI Duple (300-cu.-in. diesel engine), 4 fitted heaters, roof quarters, tubular racks, walnut casing panels, radio and speech, red moquette, exterior finish to requirements.

**SILVER LINE MOTORS,**

MOORLANDS,

WELWYN GARDEN CITY, HERTS.

Phone, Welwyn Garden 5494.

859-433

**TAYLORS (GLOUCESTER), L. TD.,**

WORCESTER STREET,

GLOUCESTER.

Phone, Gloucester 22228.

**1957** BEDFORD Duple 41-seater, radio, heaters, wheels, diesel, red interior, £2,600.

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AVAILABLE FOR IMMEDIATE DELIVERY.

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Duple Super Vega, £2,750.  
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15-20-TON low-loader, knock-out rears, 16 ft. 6 in. in the well, International unit fitted A.E.C. engine and gearbox, 12,000 x 20 tyres, sound order, £800.  
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1955 BEDFORD 3-ton vans, integral cab, standing height 6 ft. 5 in., 560-cu.-ft. with roller shutter, choice of three, £260. **CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.** Phone, Greenwich 2033-4. 859-354

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MOBILE shops supplied for all trades. Demonstration vehicles available. Write for brochures and quotations to—

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IMMEDIATE delivery new Austin 152 Martin Walter shops from £773, also large selection of used shops, canteens, ice-cream, fish and chip vans; lists, photographs. **Lawton-Goodman, 135 Cricklewood Broadway, N.W.2.** Gladstone 2226. 859-62

COACHES available for conversion to mobile shops. **Lie Gleave, Ltd., Fourways Garage, Arcild, near Sandbach, Cheshire.** Smallwood 225, 226. 859-288

1952 BEDFORD articulated unit and pantechnicon trailer, this vehicle has been used as a mobile showroom, cost new approx. £5,000, genuine 29,000 miles only, superb condition, one owner, £850. G.T.C. (Commercial), Ltd., 26-28 Bow Rd., London, E.3. Advance 6495. 859-405

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REQUIRED mobile butchers' shop, must be in good mechanical condition and not earlier than 1957 manufacture. Full details, London and Welsh Transport Service, Ltd., Godfrey St., Cardiff. 859-149

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S.D. Gully emptier with sprayers, etc., in first-class working order, £130. **Tan House Farm, Colbrook (Bucks) 2741.**

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**SCAMMELL** radial cargo compressors and various pumps. Box CM5412, care of "The Commercial Motor." zzz-632

**TANKS,** tankers, frameless articles, and independent tanker trailers, all types. Also a large number of milk and whey tankers. **Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton.** Phone, Botley 2343. zzz-633

**BRAND** new 1,650-gal. stainless-steel milk tank, complete, either separate or mounted on new Trader 160-in.-wheelbase diesel chassis and cab, immediate delivery.

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**BARTON TOWNLEY, LTD., Main Ford Dealer,** Lancaster. Phone 4317-8-9. 859-8672

**TANKERS** for immediate delivery. New B.M.C. (diesel) 1,200 and 1,500-gallon tankers, models to comply with petroleum conveyance regulations, complete with Varley DH100 pump, pre-set flow meters and hose reels, as required and painted to individual specification.

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1955 800-gal. FORD Cost Cutter tanker, in excellent condition. **3000, Streatham 3423.** 859-205

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**LEYLAND** Octopus, 1957, 3,500-gallon stainless-steel tank, insulated steam coil, £3,650.

**ABOVE** vehicles are ex C-licence operators and are in immaculate condition.

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1956 BEDFORD diesel 1,500-gal. 3-compartment rigid tank in very nice order. Also other good tankers in stock.

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THE tyre specialists offer among many others the following bargains. Brand-new unused, 14.00 by 20 remoulds, £20 each; 12.00 by 20 remoulds, as above, £12 10s. each; 10.50 by 20 remoulds, £10 each; £1 10s. each. Write, phone or call with your requirements. 859-771

NEW standard tread tyres: 7.50 x 16 6-ply, £9; 6.25, 6.50, 6.70 x 16 6-ply, £7; 7.00 x 20 L 10-ply, £13; 10.00 x 20 12-ply, £25. New Trak Grip tread tyres 8.25 x 10 14-ply, £15 6.00 x 16 6-ply, £5 10s. New remoulds, standard tread: 5.25 x 16, £4; 5.75 x 16, £5; 7.00 x 16, £5; 14.00 x 20, £20. Cheques with order please. Tyres dispatched per B.R.S. carriage forward. Trade supplied. Coumney and Stewart, Ltd., Affretton, Derbys. Phone, Leamworth 477. 859-984

SOUND part used tyres and tubes. We invite you to inspect. Cyril Fogelman, Ltd., 74a Bow Rd., E.3. (Tomlinson Grove). Phone, Advance 4151. 871-8205

500 900 x 20 Trak Grip India tyres, 90% tread, perfect conditions £11 each carriage paid. Shifnal Motor Services, Shifnal, Salop. 859-253

20 Leyland wheels, tyres and tubes, 9.00 by 20, as new, for quick sale, £15 each. Colnbrook 2072. 859-363

## Tyres and Tubes Wanted

WANTED, tyres of all types and sizes, spot cash. S.W.9. Brixton 2026. 222-936

11.00 X 20 and 7.50 x 20 T/G tyres, in first-class condition. Box CM5911, care of "The Commercial Motor." 960-8725

## WELDING

BARIMAR for scientific welding repairs under Barimar money-back guarantee. Cracked and broken cylinder blocks and heads, cracked and worn valve seats, smashed crankcases, broken crankshafts and all other motor parts, diesel parts perfectly repaired by Barimar. Speedy delivery and low costs. Barimar House, 22-24 Peterborough Rd., Fulham, London, S.W.6. Renown 2147-8. Night calls, Renown 2148. Grams, Bariquam, Walgreen, London. Branches at Birmingham, Newcastle-on-Tyne, Manchester and Glasgow also operating at full bar. 222-645

ANGELL AND WILLIAMS (PECKHAM), LTD., the specialists in welding, repairs to defective crankcase blocks, heads, gearboxes, etc.

TRAFALGAR BRIDGE WORKS, Sumner Rd., London, S.E.15. Rodney 3559. 222-602

## WHEELS

BEDFORD, Commer, A.E.C., Ford and most others. Also wide-base conversion sets, 20,000 in stock.

TURNER AND KNIGHT, Southfield Paddock, Pon's Lane, Ealing, W.5. Ealing 4298. 222-728

LARKIN FORGE, LTD., Spring Works, Springfield Rd., Chesham, Bucks. Phone, Chesham 8967 (three lines), 8902 (two lines), undertake to repair, rebuild or rebore to specific requirements wheels of all types with shot-blasted and colour finish. 863-8145

USED UNITS, Whitfield, Barnley (phone 2262). All makes and types in stock. 222-678

J. CHARLTON, commercial vehicles and spares. Hypatia St., Bury Rd., Bolton. Phone, Bolton 9671. 2,000 wheels in stock of all types and sizes. English and American. 222-715

## WHEELBASE EXTENSIONS

BAICO wheelbase extensions to all popular makes of commercial vehicles, including Austin, Bedford, Commer, Dodge, Ford, Guy, Morris, etc. Baico Patents, Ltd., 327-9 High Rd., Chiswick, London, W.4. Chiswick 22867. 222-930

CHASSIS DEVELOPMENTS, LTD., Skimpot Industrial Estate, Luton 52371, for Bedford wheelbase extensions. 867-8680

## WINDSCREENS

PERSPEX cut to size and pattern. Denny, Ltd., 11 Netherwood Rd., W.14. She 5152, 1426. 222-111

WINDSCREEN assemblies, half-drops, sliding windows, manufactured alloy brass-steel. Quick frame repair and reslazing service. British Steel Frame Co., Ltd., 205 Cambridge Heath Rd., London, E.2. Shoreditch 3272-5. 222-603

## Miscellaneous Advertisements (contd.)

WANTED by well-established group of transport companies, haulage business with special A, ordinary A or B licences covering the carriage of foodstuffs, based upon Liverpool, Grimsby, Plymouth or South Wales, availability of premises an advantage but not essential. Box CM5625, care of "The Commercial Motor." 859-254

WANTED, small removal business in Glasgow area, must have good normal user condition, limited company preferred; would consider part shareholding with a view to eventual purchase. Box CM594, care of "The Commercial Motor." 859-65

TRANSPORT company wanted, Metropolitan area, general goods. Up to 8 vehicles "A" or wide-range "B" licences. Required for own use not for re-sale. Apply Box CM5915, care of "The Commercial Motor." 859-377

WANTED by old-established firm in the north-west, transport business in the Metropolitan Area, North West and North East England and Scotland—A licences and B licences. Box CM462, care of "The Commercial Motor." 859-520

Miscellaneous Advertisements (contd.)

ACCOMMODATION

**HYDRO HOTEL**, Sea Front, Paignton. The most popular coaching hostelry in the West Country. 100 bedrooms, all modern amenities. Fully licensed. Offer accommodation for week-ends, Friday to Monday, throughout 1960. Also facilities for luncheons. Two restaurants available. Write for details and illustrated brochure to Mr. Phillip Pugh, M.H.C.I. 859-519

AUCTIONS

**GODDARD, DAVISON AND SMITH, LTD.**  
THE AUCTION HALLS.  
PUTNEY BRIDGE APPROACH, S.W.6.  
Renown 6101-3.  
**SALES EVERY MONDAY**  
OF  
**COMMERCIAL VEHICLES**  
OF ALL DESCRIPTIONS.  
ENTRIES ACCEPTED EVERY WEDNESDAY.  
222-870

**E. R.**

By Order of the Secretary of State for War.  
AT MINISTRY OF AVIATION STORAGE DEPOT.  
BOWHOUSE, HURLFORD, near KILMARNOCK,  
AYRSHIRE.  
ON

THURSDAY AND FRIDAY, 16th and 17th JUNE, 1960.  
COMMENCING AT 11 A.M.  
IMPORTANT SALE BY AUCTION

OF  
**COMMERCIAL VEHICLES, PRIVATE CARS,**  
**TRAILERS, MOTOR CYCLES, MOBILE**  
**CRANES, ETC.,**  
INCLUDING—

Two Foden 10-ton diesel trucks; four Ford ET-7 5-ton diesel tippers; Bedford 3-5-ton trucks, tractor units and tippers, two Bedford 28-seater coaches; Austin, Morris and Karrier Bantam 25-cwt. 3-ton trucks; Land Rover Trucks; Bedford, Ford, Austin and Standard vans, Utilicons, pick-ups, estate cars and Countrymen; Fordson tractors; Brockhouse and Tasker 3-5-ton trailers; Matchless and Norton motorcycles; Austin, Standard, Ford, Morris and Vauxhall saloon cars, etc.

ALSO  
COLES THORNCROFT 5-TON 6 x 4 MOBILE CRANE  
COLES E.M.A. MARK III 2-TON MOBILE CRANE  
HYSTER "KARRY CRANE" 31-TON MOBILE CRANE  
AYELING BARFORD DIESEL ROAD ROLLER  
SCAMMELL 6 x 4 HEAVY BREAKDOWN TRACTOR (DIESEL), ETC.

ON VIEW: MONDAY 13th, TUESDAY 14th, and WEDNESDAY, 15th JUNE, 1960, from 10 a.m.-12 noon and 1.30 p.m.-4 p.m. each day and on MORNING OF SALE.

Catalogues—price ONE SHILLING (to admit TWO PERSONS TO VIEW and ONE PERSON TO SALE) may be had on application to the auctioneers.

**DIXON AND WALLACE, LTD.**

AUCTIONEERS AND VALUATORS,  
BANK BUILDINGS, GRAHAM SQUARE,  
GLASGOW, E.I.

Phone: Bridgeton 2447-8-9.

in association with  
**HUGH McILWRAITH AND SON,**  
GLASGOW.

Phone, Douglas 1888-9.

and

**OLIVER AND SON, LTD.,**

EDINBURGH.

Phone, Craiglockhart 2306.

The Secretary of State for War and/or the Ministry of Aviation reserve the right to refuse admission. 859-497

CONTRACTS FOR HIRE AND WANTED

**OWNER-DRIVER** wants contract-A or C hiring licence for new 7-tonner or vehicle to suit clients' requirements. Box CM576, care of "The Commercial Motor." 859-8660

CONVERSIONS

**HENDY FOR FORD.**

BRITAIN'S FIRST FORD DEALER.

DIESEL 4D AND 6D ENGINES WITH REAR-END CONVERSIONS AT LOW COST.

LET US QUOTE YOU.

**PERCY HENDY, LTD.,**

SOUTHAMPTON 28331 (EIGHT LINES).

A60

Miscellaneous Advertisements (contd.)

CONVERT YOUR VEHICLES  
TO  
FORD 4D AND 6D POWER.

ALL MAKES OF VEHICLES UP TO 7 TONS CAN NOW BE FITTED WITH THE COST-CUTTING FORD 4D AND 6D ENGINES. MEANING—

LOWER INITIAL COST.  
MORE M.P.G.  
CHEAPER MAINTENANCE.

And the cost of conversion is very reasonable. Let us quote you for your vehicles.

QUICKS FOR FORDS.

INDUSTRIAL UNIT SALES DEPT.  
WILMSLOW ROAD, CHADDLE, CHESHIRE.  
Phone, Mercury 2345-6. 222-929

NEW PERKINS ENGINES  
FOR  
PETROL TO DIESEL  
CONVERSION.

AUSTIN, BEDFORD, COMMERCIAL, FORD,  
DODGE, VULCAN, ETC.

Outright Sales or Installation at Short Notice.

PERKINS SIGNHOLDERS.  
COMPREHENSIVE SPARES STOCKISTS.

Replacement Perpetuity Engines always available from Stock.

CROMARD LINERS AND PISTON SETS IN STOCK.

**PRALLS (HEREFORD), LTD.,**

HOLMER ROAD,

HEREFORD.

Phone 421 (six lines). 859-825

INSURANCE

**PAUL CHILDS, LTD.,**

58 BIRCH GROVE,

LONDON, W.3.

Acorn 2398.

**BEST** market rates—no claim bonus to 40%. Monthly or quarterly payments accepted. 222-707

LUBRICATING OIL

**BEST-QUALITY** lubricating oil, SAE 40 supplied to Government by Shell, in 41-gal. Jerricans, 18s. per can, delivered 200 miles, in 100-can lots, gear oil same price.

**L. W. VASS, LTD.,** Amphill, Bedford. 222-683

SITUATIONS VACANT

**LIPTON PRODUCTS, LTD.,**

WOOBURN GREEN, BUCKS.

Phone, Bourne End 1680-1-2.

AUTO ELECTRICIAN

wanted for interesting work on material-handling equipment, knowledge of electric vehicles an advantage.

STOREMAN

experienced in automotive storekeeping, able to keep complete stores records system.

EXPERIENCED FITTERS.

Good pay, good working conditions, interesting work. 860-8622

**WANTED.** Vauxhall-Bedford Storekeeper, high wages and commission to suitable applicant, and living accommodation, West Middlesex area. Write Box CM5716, care of "The Commercial Motor." 860-8673

BOROUGH OF LEIGH.

TRANSPORT DEPARTMENT.

APPOINTMENT OF  
WORKS SUPERINTENDENT.

APPLICATIONS ARE INVITED FOR THE ABOVE POSITION FROM PERSONS HAVING EXPERIENCE IN THE REPAIR AND MAINTENANCE OF PUBLIC SERVICE VEHICLES, OTHER ROLLING STOCK, MACHINERY AND PLANT.

Salary, within Grade A.P.T. II £765-£880 according to experience. The appointment is superannuable and subject to the National Scheme and Conditions of Service and medical examination.

Applications, stating age, education, technical and other qualifications, brief details of experience, indicating past and present appointments and salaries, together with names of two referees, and endorsed "Works Superintendent," should be received by the undersigned not later than June 11, 1960.

Town Hall,  
Leigh, Lancs.

**ALBERT JONES,**  
Town Clerk.  
859-8692

Miscellaneous Advertisements (contd.)

SECURITY EXPRESS, LTD.

A MEMBER OF  
THE DE LA RUE GROUP.

REQUIRE A

TRAFFIC MANAGER

aged between 35 and 40, with wide experience and contacts in general transport. He should have sales experience and a thorough grasp of licensing procedures. The post will carry responsibilities for planning vehicle utilization and advising on sales policy.

Apply in writing to:—

CHIEF PERSONNEL OFFICER,

**THE DE LA RUE CO., LTD.**

84-86 REGENT STREET,  
LONDON, W.1. 859-102

**A.M.I.N.I.**, City and Guilds, A.M.I.Mech.E., etc., on "No pass, no fee" terms. Over 90% successes. For details of exams, and courses in all branches of auto, diesel, aero, mechanical engineering, etc., write for 160 page handbook, free. B.I.E.T. (Dept. 725), 29 Wright's Lane, London, W.8. 222-412

**RETAIL** commercial vehicle sales manager required for large B.M.C. distributor in the south. Must be capable of leading a good sales team and handling extensive volume of business, including part-exchange transactions. Good salary and commission, pension scheme and car. If you are in the age group 30-40 and feel you have had enough experience, also plenty of drive and are prepared to work hard with full details of career and give your idea of remuneration. This is a permanent appointment in a large organization. Box CM587, care of "The Commercial Motor." 859-8684

**COMMERCIAL** vehicle sales manager required by Austin distributors, excellent opportunity for experienced man with drive and initiative and capable of showing good results. Apply General Manager, Stour Valley Motor Co., Ltd., Stourbridge. 859-8698

**MARSHALL MOTOR BODIES,**

AIRPORT WORKS.

CAMBRIDGE.

DESIGN AND DRAWING OFFICE.

Applications are invited for the following vacancies:—

DESIGN DRAUGHTSMEN

with experience in full-size layout and general arrangement in all metal and composite bus and coach construction or welding and steel construction.

Good starting salaries, assistance with housing.

Address written applications, with full details experience, etc., and when available, to:—  
PERSONNEL MANAGER. 859-41

**WANTED.** Sales manager, Vauxhall-Bedford man's dealer, North London, position offers unlimited scope. Send details of age, experience, etc. Box CM597, care of "The Commercial Motor." 859-14

**TRANSPORT** manager to take charge of fleet of 40 A and B licensed vehicles including vans and trucks in London service. Applications giving full details of experience, age and salary to O.B. Transport, Ltd., Whitby, Ellerston Road, Whitby, Yorks. 859-1

**ETHERWOOD'S GARAGES, LTD.**, require both trainee and experienced car salesmen based at Stockport, salary, commission and contributory pension scheme. Details of career to date in confidence to 128 Wellington Rd., Eccles, Lancs. 859-1

**HAMPSHIRE COUNTY COUNCIL.**

ASSISTANT MECHANICAL ENGINEER.

A.P.T. III (£880-£1,065)

required for pensionable post in County Surveyor's Department. Commencing salary according to qualifications and experience. Applicants must be qualified mechanical engineers, and have had considerable experience in the supervision of maintenance and repair of vehicles, road-making and earth-moving plant. Separation allowance and assistance with removal expenses in approved cases. Application forms (send S.A.C. reply) available by June 10 from the Clerk of the County Council, The Castle, Winchester. 859-11

**ETHERWOOD'S GARAGES, LTD.**, require experienced and successful commercial vehicle salesmen for distribution of new and used vehicles, to operate from Stockport, age 30-50, salary, commission and contributory pension scheme. Details of career to date in confidence to 128 Wellington Rd., Eccles, Lancs. 859-1

**TRANSPORT** Manager required for C-licensed fleet, 12-14 vehicles. Apply Hemel Hempstead Breeze and Concrete Products, Ltd., Redbourn Rd., Hemel Hempstead, Herts. 860-4716

**SALES** Engineer, age about 25-30, preferably with previous experience in the motor trade, required by manufacturers of pressurized bulk equipment for motor vehicles and stationary installations. Successful applicant will receive specialized instruction at our works and Sweden. Apply in writing to Interconsult (London) Ltd., 21 Mackenzie St., Slough, Bucks. 859-107

Miscellaneous

MIDLAND

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REQUIRED

The main duties of the position are to coordinate the work within the Board Scheme of a fleet of lorries, with a view to lower wagons)

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to—  
OFFICER,

CO. L.T.D.,

REET,

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M.I. Mech. E., etc., on  
over 90% success.  
all branches of auto.  
ing, etc., write for 149

Sept. 729, 29 Wright's

zzz-812

a manager required for  
the south. Must be  
m and handling exten-  
cluding part-exchange  
mission, pension scheme  
group 30-40 and over  
also plenty of drive  
apply with full details  
remuneration. This is  
rge organization. Box  
Motor. 859-8694

manager required by  
opportunity for experi-  
and capable of show-  
Manager, Stour Valley  
859-8699

R BODIES,

ARKS.

NG OFFICE.

Following vacancies—

HTSMEN

ayout and general

composite bus and

iding and steel

ance with housing.

with full details

available, to—

NAGER.

859-41

Vauxhall-Bedford man

offers unlimited expe-

etc. Box CM597.

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charge of fleet of 40

cluding London trunk

details of experience.

Ltd., Whitby, Eilemer

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D., require both train-

based at Stockport.

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Y COUNCIL

CAL ENGINEER.

£1.065)

in County Surveyor's

according to qualifi-

its must be qualified

and considerable expe-

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and earth-moving

## Miscellaneous Advertisements (contd.)

### MIDLANDS ELECTRICITY BOARD.

#### TRANSPORT OFFICER REQUIRED IN THE WOLVERHAMPTON AND DISTRICT SUB-AREA.

The main duties of the post will be to advise on and co-ordinate the operation and day to day maintenance (within the Board's Scheduled Preventive Maintenance Scheme) of a fleet of nearly 200 vehicles (cars, vans, lorries, mobile plant and special-purpose vehicles including lower wagons) stationed at Sub-Area H.Q. and at four detached district depots.

Applicants should have had experience in the operation and maintenance of a mixed fleet of vehicles and possess a sound background knowledge of automotive engineering. Appropriate qualifications desirable.

Salary in accordance with the National Joint Board Agreement, Class "K", Grade 10, £985-£1,025 per annum. It is expected that the Sub-Area classification will shortly be raised to "L" when the salary will be £1,025-£1,085 per annum.

Apply, by letter, within 14 days, stating age, experience, qualifications, present salary and position to

Mr. D. Holt, Sub-Area Manager,

### MIDLANDS ELECTRICITY BOARD.

83 DARLINGTON STREET,  
WOLVERHAMPTON.

F. W. CATER,  
Secretary.

859-101

**TRAFFIC** Clerk for hauliers busy office, Central London; must have ability to handle customers personally and on telephone and be experienced in all necessary forms and records; knowledge of accident claim procedure an advantage; 51-day week. Please write full details age, ability, experience and salary required to Box CM595, care of "The Commercial Motor." 859-864

**SALES** manager, commercial vehicles, required by Austin Distributors in mid-Kent. Splendid opportunity for man with drive and initiative. Apply Sales Director, Amey's, Ltd. Stone St., Maidstone. 859-392

#### TRANSPORT MANAGER.

Fully experienced man required for busy Road Haulage Company in West Midlands, operating up to 20 vehicles mostly with A licences. Must be a sound disciplinarian and some established trade connections would be an advantage. Remuneration will vary with results achieved but will not be less than £1,000 p.a. This is a challenging opportunity for a man of drive and ability with youth and energy on his side.

Write in the first instance in strict confidence, giving full particulars of past and present employments, to—

W. VINCENT VALE AND CO.,

16 WATERLOO ROAD,  
WOLVERHAMPTON. 859-225

**EXPERIENCED** commercial salesman required by West Country Routes main dealers. F11 provided. Box CM593, care of "The Commercial Motor." 860-8728

A fully experienced commercial-vehicle salesman is required by main Routes Group dealer in the Midlands. Applicants must have a thorough knowledge of all aspects of the trade. Some knowledge of vehicle valuations an advantage. The position offers exceptional scope in the right man who may eventually take control of the Commercial Sales Department. Write, giving full particulars and salary required, to Box CM589, care of "The Commercial Motor." 859-8702

#### DEPOT MANAGER.

Depot Manager required by a well-known food manufacturing company for their distribution organization, which operates depots in various locations nationally.

Essential qualifications are a good standard of education, experience in labour control, ability to work on own initiative and adaptability to rapidly changing conditions, together with a knowledge of multiple distribution to the retail trade, preferably of food products, covering warehousing and motor vehicle operation. Full training in company methods given. Non-contributory pension, life insurance and profit participation schemes in operation.

Salary according to age and experience.

Please apply with full details of age, education and experience, quoting Ref. D/M, to—

BOX NO. CM5916.

Care of "The Commercial Motor." 859-376

**SALESMAN**, experienced Commercial for BEDFORD sales, calling on the C licence holder and ancillary trades, age not over 40, permanent position, good salary, bonus, pension scheme for a man requiring satisfactory position with a family. Bedford dealers, area S.E. Essex. Write giving full particulars of past experience to— Box CM599 care of "The Commercial Motor." 860-8721

**ROAD TRANSPORT ENGINEER**, fully qualified and experienced in the maintenance of large rigid and articulated vehicles, required by Guinness Transport, Ltd., Ramford Rd., London, N.W.10. Non-contributory pension scheme. Excellent conditions. Applications should be made to the Managing Director. 859-308

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## Miscellaneous Advertisements (contd.)

### BOROUGH OF WATFORD.

#### BOROUGH ENGINEER'S DEPARTMENT.

#### APPOINTMENT OF TRANSPORT SUPERVISOR.

Applications are invited for the above post under the Works Superintendent. Duties include the organization of repair and maintenance of vehicles, plant and machines. Applicants should have had suitable experience including workshop practice.

Salary within Grade APT 1 (£610-£765 per annum). Application forms obtainable from the undersigned, to be returned not later than June 14, 1960.

E. C. SAGE, A.M.I.C.E., M.I.Mun.E.,

Town Hall, Borough Engineer and

Watford, Herts. Surveyor. 859-531

#### ROAD TRANSPORT.

**MANAGER** required for large depot in Glasgow. Must have initiative, administrative and organizing ability; experience of parcels operation an advantage. Applications, in strict confidence, giving fullest details, to the Managing Director, Road Services (Forth), Ltd., Burnbank Road, Falkirk. 859-507

**FULLY** experienced transport clerk to also act as assistant manager. Good prospects for promotion. Modern bungalow available. All applications in writing stating age, experience and salary. Must have references. A. G. Rich, Ltd., Foulsham, Dereham, Norfolk. 859-340

#### SITUATIONS WANTED

**SALES** Manager, highly successful, offers his services to a Vauxhall, Bedford main dealer, extensive experience in this capacity, sound integrity. Box CM5913, care of "The Commercial Motor." 860-86027

**DRAUGHTSMAN**, aged 27, requires position preferably in commercial vehicle industry, experience commercial vehicles, P.S.V. hydraulics. Box CM5918, care of "The Commercial Motor." 859-x6230

#### STORAGE ACCOMMODATION

**NORTH CAMBRIDGESHIRE**, 200,000 cu. ft. good, dry storage available, good handling facilities with excellent collection and redistribution service. K. NOWLES (TRANSPORT), LTD., Wimblington, March, Cambs. Phone, Doddington 233-4. zzz-860

#### TENDERS

##### CITY OF LEICESTER.

#### PUBLIC CLEANSING DEPARTMENT.

#### TENDERS ARE INVITED FOR THE SUPPLY AND DELIVERY OF—

##### NINE

#### KARRIER REFUSE COLLECTION VEHICLES.

Particulars are obtainable upon application to, and offers to be submitted to, the DIRECTOR OF PUBLIC CLEANSING, JARVIS STREET, LEICESTER, not later than June 25, 1960. Submission of offers to be made in sealed envelopes endorsed "Tender R.C. Vehicles," but not bearing any identification of the sender. The Council do not bind themselves to accept the lowest or any tender.

COLIN CLEGG,

Jarvis Street, Director.

Leicester. 859-12

#### BOROUGH OF BEXHILL.

#### TENDERS ARE INVITED FOR THE SUPPLY OF A

##### DIESEL-ENGINE

#### 2-3-TON TIPPING LORRY

##### AND

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EDWARD SMITH,

Town Clerk. 859-4

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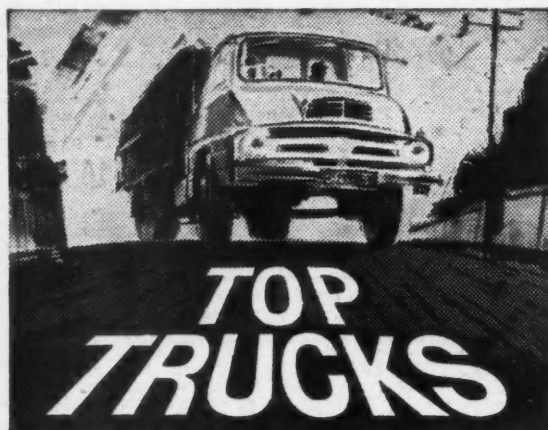
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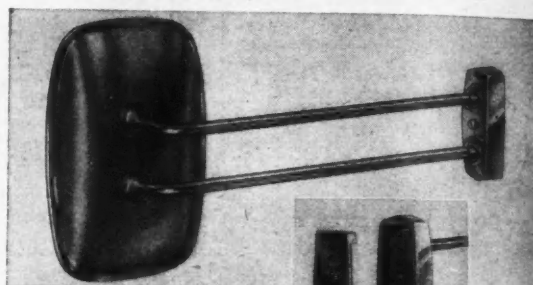
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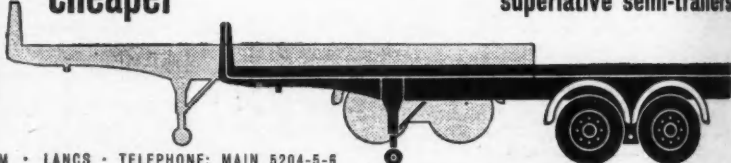
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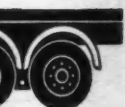
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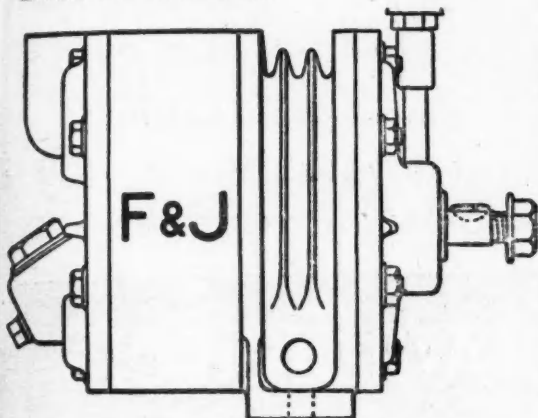
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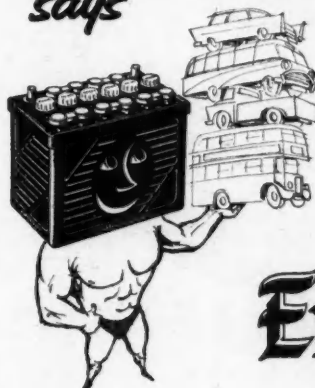
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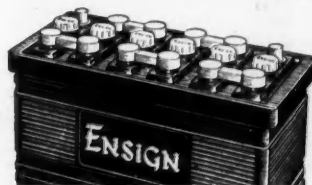
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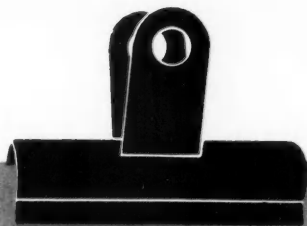
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